

LAND USE
AND
CIRCULATION ELEMENTS
OF THE
KING CITY GENERAL PLAN

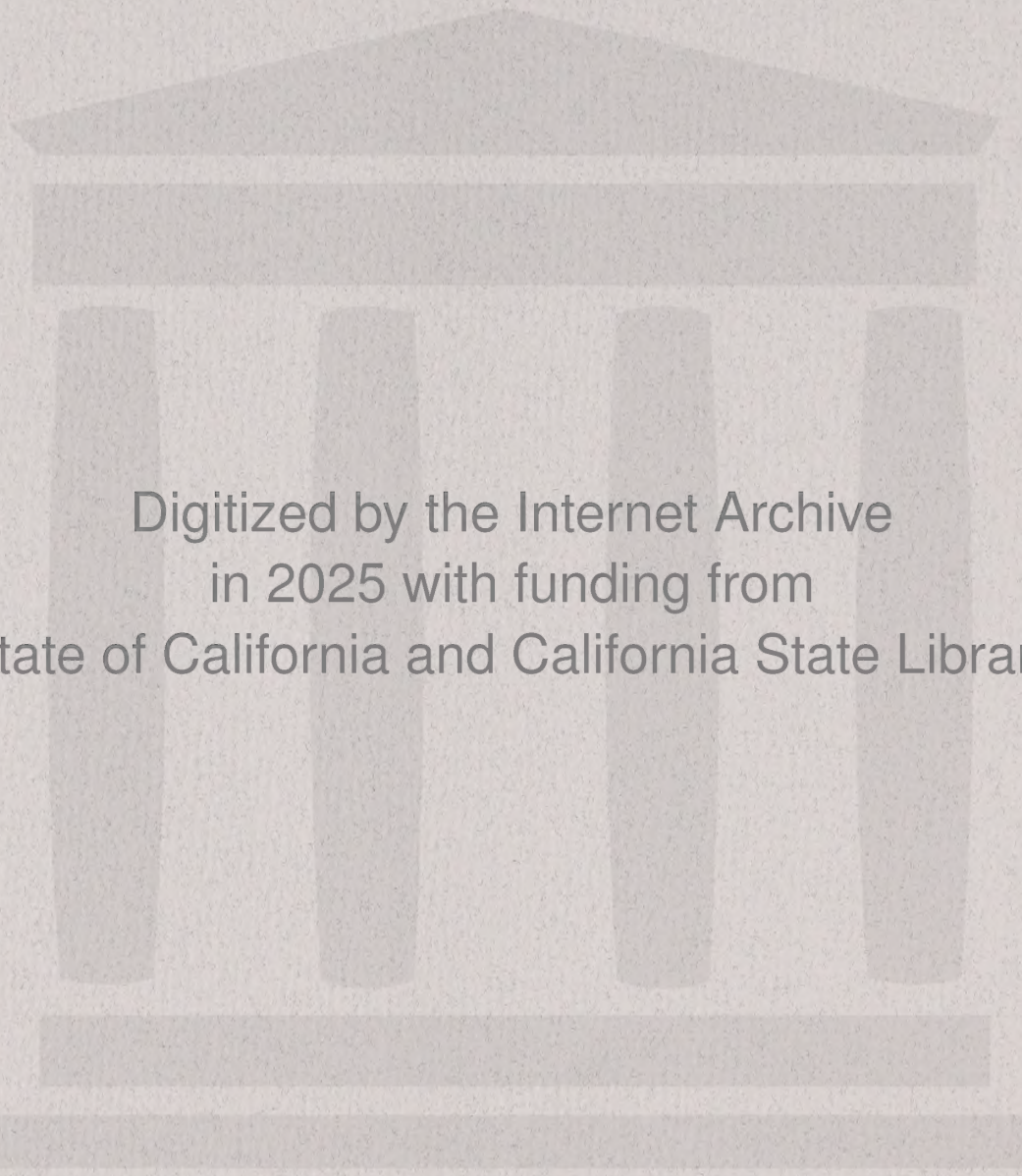


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LAND USE
AND CIRCULATION ELEMENTS
OF THE
KING CITY GENERAL PLAN

Prepared for:

The City of King, California

January 1988

Prepared by:

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INTRODUCTION

I. THE GENERAL PLAN

In California, state law requires that each city and county adopt a comprehensive, long-range general plan for the physical development of the area under its jurisdiction. A general plan is a community's commitment to how it would like to change over time. It is a policy statement of the city's intentions for the future and, as such, serves as a useful tool for local decision-makers.

The general plan is a comprehensive guide covering all aspects of future growth, development, and conservation within the city. It provides direction for planning and also the opportunity for revision as community values and circumstances change, and as local, state, or national trends or events affect the activities of the community. As a comprehensive guide, a general plan addresses all types of land uses: new residential areas, commercial development, parks and recreation areas, and new industrial sites. In addition, a general plan is a long-range document because it addresses conditions approximately 20 years in the future.

In addition to guiding future growth, a general plan is a legally binding document. Once a city has formally adopted a general plan, or any of its individual elements, new development approved by the city must be consistent with the plan's goals, objectives, and policies.

State law establishes certain minimum requirements which a city must meet regarding the substance and content of a general plan. The most basic, and perhaps most significant, requirement is that a general plan must consist of diagrams and a text which sets forth the city's long-range goals and objectives, as well as policies, principles, standards, and plan proposals designed to ensure that the goals and objectives are satisfied. A general plan must also address eight subject areas: land use, circulation, housing, conservation, open space, seismic safety, noise, and safety.

The City of King has met the state requirements by adopting all eight general plan elements, in addition to the optional Scenic Highways Element. The Elements of Land Use, Circulation, Conservation, Open Space, and Scenic Highways were adopted in 1973. The Safety, Noise, and Seismic Safety Elements were adopted in 1975, and the Housing Element was recently updated in 1985. This document constitutes an update of the Land Use and Circulation Elements, while considering and incorporating the basic policy contained in the other existing general plan elements.

As the most important part of a general plan, the land-use element is a document which determines the physical development of urban areas based on the region's natural resources and physical characteristics and on the present and future socio-economic characteristics of the people living in the area. The land-use element designates the proposed general distribution, location, and extent of specified types of land uses, and establishes standards of population and building density. The circulation element evaluates the existing transportation system and, based on the guidelines for development set forth in the land-use plan, establishes a circulation plan designed to meet the future transportation needs of the city. Both elements should be the

ultimate result of a creative yet rational process which establishes a balanced and functional mix of land uses and an efficient system of transport consistent with community goals and values.

II. ENVIRONMENTAL SETTING

The City of King is located in the heart of the Salinas Valley in Monterey County. The valley is formed by the Gabilan Mountain Range to the northeast and the Santa Lucia Mountain Range to the southwest. As it meanders through the valley, the Salinas River establishes the King City's southern boundary. Surrounded by agricultural lands, the King City also lies adjacent to U. S. Highway 101, approximately 45 miles south of the City of Salinas. The two closest communities are Greenfield (10 miles to the northwest) and San Lucas (seven miles to the southeast). Figure 1 illustrates the regional location of the city.

King City was incorporated in 1911 with a population of 699 residents. The city now supports a population of over 7,200 within approximately 2.3 square miles of incorporated territory. The region surrounding the city is characterized by the richest agricultural land in Monterey County and, as such, agriculture has shaped King City's economic base. The city has become a major farming and produce center and a shipping point for cattle and agricultural commodities. As part of this growing economy, food packaging and processing plants have developed within the city's industrial areas and are served by a network of highway, railroad, and air transport. Traveler-oriented commercial services also greatly contribute greatly to the economic base of the community.

III. KING CITY PLANNING AREA

The goals, policies, and objectives of these general plan elements apply to a greater geographical area than the city limits of King City. State law requires that a city's general plan address areas outside its city limits which bear some relationship to its planning. To satisfy this law, a boundary line was established which encompasses all land within the city and unincorporated lands that may be affected by city planning decisions. This area, hereafter referred to as the "Planning Area," contains about 7.5 square miles, as compared to the approximately 2.3 square miles contained within the city limits.

The boundary of the Planning Area follows a relatively irregular path and is defined by a number of natural and manmade features. Beginning at the southern tip of the Planning Area and heading northwest, the boundary line follows the banks of the Salinas River for approximately five miles and then turns toward the south, encompassing the area of the city sewage treatment plant. As the boundary nears the western city limits, it turns to the north and meets Metz Road just north of its intersection with Airport Road. From this point, the line follows Metz Road north for about two miles, then turns east, then south to Bitterwater Road one-half mile north of the King City Airport. The boundary then turns in a southerly direction for about 1.3 miles, then turns southwesterly along Lonoak Road, which it follows southwesterly approximately



Source: Monterey County Planning Dept.

0 6 12
Scale in Miles

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CITY OF KING REGIONAL LOCATION

FIGURE
1

one-half mile toward the city limits. Finally, the boundary jogs to the south, crosses U.S. Highway 101, and continues south to the Salinas River. Figure 2 depicts the boundary of the Planning Area relative to the present city limits.

Because the Planning Area boundary is large and somewhat irregular in shape, depiction of the entire area on certain subsequent maps in this document was not appropriate. In order to illustrate proper detail, several of the maps in the Land Use and Circulation Elements show the central portion of the Planning Area only, encompassing the entire city. Where necessary, an additional map illustrating the detail area and the information on the remaining portion of the Planning Area is provided.



CITY OF KING

PLANNING AREA

— PLANNING AREA BOUNDARY
- - - CITY LIMITS

Source: EMC Planning Group Inc.

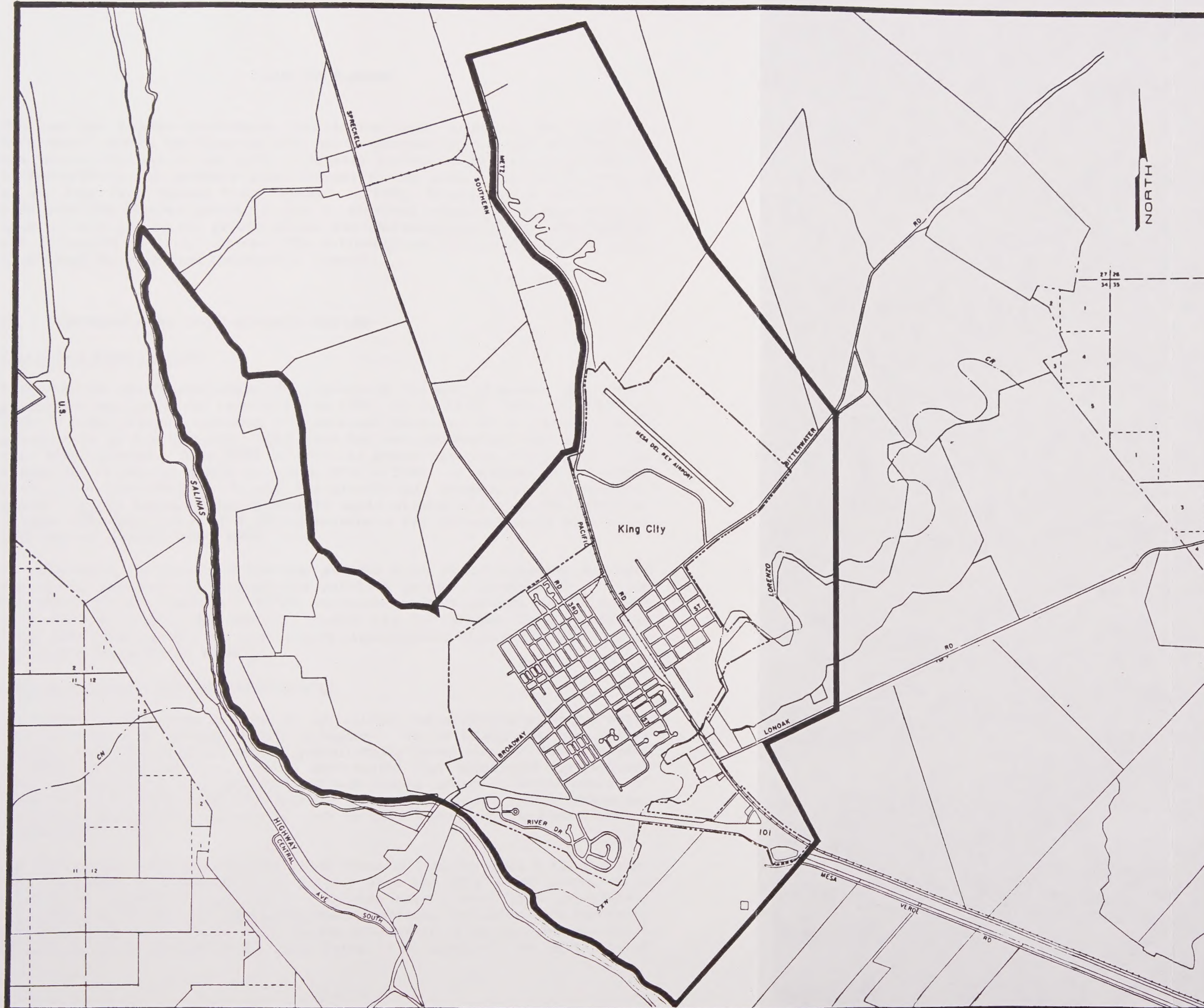
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FIGURE

2



LAND USE ELEMENT

The Land Use Element establishes the desired type, location, and amount of development within the Planning Area up to the year 2006. Such planning for the future land use of the city is greatly influenced by current population characteristics and economic growth trends of the area. The Housing Element of the King City General Plan, updated in 1985, is especially valuable for this Land Use Element update in that it provides relatively current information on city population growth trends and characteristics, economic growth, and projections for the future. The following section incorporates information taken directly from the Housing Element.

IV. DEMOGRAPHIC AND SOCIO-ECONOMIC SETTING

Historical Growth Trends

King City has experienced significant growth in the past 16 years. The city's population has increased from 3,717 in 1970, to 5,495 in 1980, to 6,637 in 1984. These changes represent a 78-percent increase, or an average annual growth rate of 5.6 percent. This rate has not necessarily been consistent over time, however. From 1970 to 1976 the growth rate was 5.8 percent, then slowed to 2.3 percent during the years 1976 to 1980. A reversal in this trend took place from 1980 to 1984 as the growth rate climbed to 5.2 percent. Recent figures indicate that growth is again slowing down, as the estimated January 1986 population of 6,983 represents a 2.6-percent growth rate since 1984 and 4.1 percent since 1980.

In comparison, the County of Monterey and the State of California experienced population increases of 16.8 percent and 17.8 percent, respectively, during the 1970-1980 time period. These increases reflect average annual growth rates of 1.6 percent for Monterey County and 1.7 percent for California. Thus, King City's growth rates have been significantly higher than the rest of the county and state as a whole.

Population Characteristics and Economics

The economy of King City is based on agriculture and agriculture-related services such as food processing and packaging. It is likely that the city's economic base will continue to be agriculturally based since it is surrounded by prime agricultural land. It is anticipated that additional agricultural lands in the county will be irrigated and trends toward intensification of irrigated crop lands will continue. As farming productivity increases, associated agricultural employment such as food processing is also expected to increase.

The 1980 census indicates that the labor force of King City was 2,332 persons. This represents a decrease of 30 persons from the 1976 labor force, or a 1.2-percent decrease in employment. Of the city's total 1980 population, approximately 636 persons were agricultural workers, including farm laborers, mechanics, and supervisors. This figure represents 12 percent of the total population and 27 percent of the labor force. In addition to agricultural

Residential Land Use Designation	Residential Land Use Acreage	Development Density (units per designation)		
		Low	Medium	High
High Density 20+ du/acre	87.0	1,827	2,175	2,610
Medium-High Density 11-20 du/acre	54.7	602	820	1,094
Medium Density 8-10 du/acre	31.0	248	279	310
Low Density 5-7 du/acre	180.2	901	1,081	1,261
SUBTOTAL	352.9	3,578	4,355	5,275
Residential Reserve 12 du/acre Average density	397.3	4,764	4,764	4,764
TOTALS	750.2	8,342	9,119	10,039

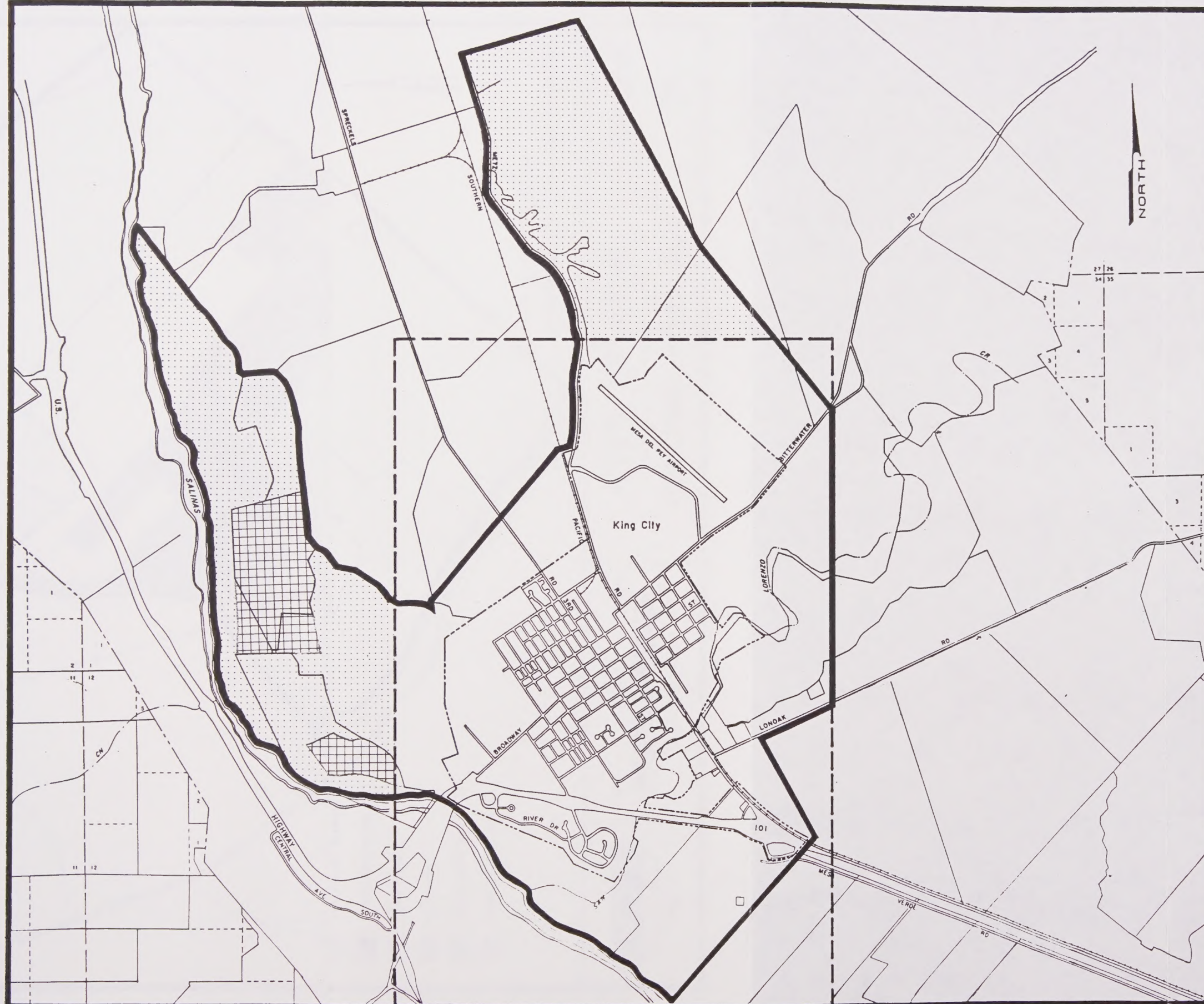
The next step in determining holding capacity is to define the occupancy rate per unit type. This was done based on 1980 census data for the King City census tract, which gives an average household size of 3.24 persons per unit. There was no available breakdown of average household size for different housing densities (i.e., low density vs. high density).

By multiplying the number of residential units at the three development scenarios by the persons per household figure noted, three general population holding capacity figures for the Planning Area are derived as follows:

	Excluding Residential Reserve	Including Residential Reserve
Low-Intensity Development	11,125	27,028
Medium-Intensity Development	13,550	29,546
High-Intensity Development	16,400	32,526

V. EXISTING LAND USE

Before a revised land-use plan can be developed, it is necessary to study the pattern of existing land use and the extent and location of developed and vacant land uses. Data generated in this section will be used to determine development potential of vacant lands under existing land-use regulations. Data was formulated from existing city land-use maps, aerial photographs, consultation with city staff, and field surveys. Figure 3 illustrates the existing land uses in the Planning Area and Table 2 gives the approximate acreages



CITY OF KING

EXISTING LAND USE

— PLANNING AREA BOUNDARY
 - - - CITY LIMITS

- AGRICULTURE/OPEN SPACE
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC/QUASI-PUBLIC
- FARM LABOR HOUSING

DETAIL AREA
 SEE FIGURE 3b

Source: EMC Planning Group Inc.

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FIGURE

3a

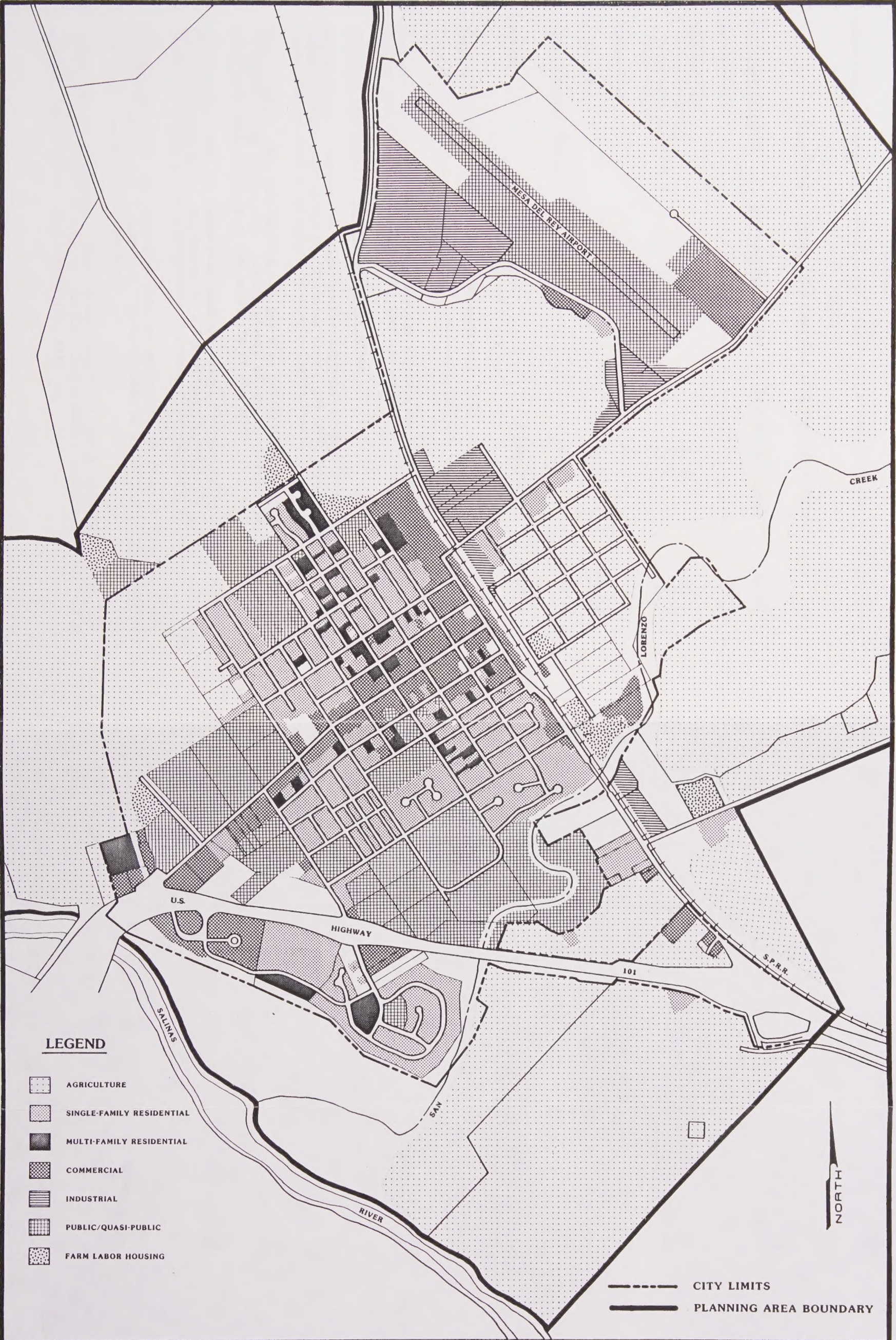


TABLE 2

King City Planning Area Existing Land Use (in acres)

<u>Land Use Category</u>	<u>Unincorporated Area</u>	<u>Incorporated Area</u>	<u>Total</u>
Agricultural	2,473	331	2,804
Residential			
Single-Family	1.0	184.3	185.3
Farm Labor Housing	9.2	12.8	22.0
Multi-Family	-	24.4	24.4
Commercial	0.6	112.6	113.2
Industrial	7.2	83.5	90.7
Public/Quasi-Public	123.5	343.8	467.3
TOTALS	2,614.5	1,092.4	3,706.9

Source: Environmental Management Consultants, 1986

for each land-use category. All acreage figures are estimates that have been derived from aerial photographs and land use maps.

Existing Land Use in the Unincorporated Area

Residential. Residential land uses constitute a very minor portion of the unincorporated land within the Planning Area. The uses consist mainly of farm labor housing with a few scattered single-family homes.

Agricultural. The vast majority of the area surrounding the city is currently in agricultural production. Future growth of the city will require the conversion of more farmland on the outskirts of the city.

Industrial. Only one industrial land use exists in the unincorporated portion of the Planning Area. The industry, a carrot packing plant, is located at the northwest corner of the intersection of Lonoak Road and First Street.

Commercial. Only one commercial land use exists in the unincorporated portion of the Planning Area, located on the south side of First Street just east of the intersection with Lonoak Road.

Public and Quasi-Public. Facilities designated public/quasi-public in the unincorporated areas consist of the King City sewage treatment plant, a storm water detention pond, and a county park site.

Existing Land Use in the Incorporated Area

Residential. Varying densities of residential land uses comprise approximately 220 acres within the city. Of that total, about 85 percent are single-family residences.

Agricultural. Within the city limits, there are approximately 331 acres of land currently being used for agricultural production and related purposes. Two of the three major agricultural land use areas comprise the recently annexed Amstar properties, most of which are zoned for future residential and industrial uses. The third main area is located east of Lyons Street and extends to the San Lorenzo Creek.

Industrial. Present industrial land uses cover about 83 acres within the city. The majority of the industries are food-processing and packing plants located in the northern portion of the city, south of the airport.

Commercial. Commercial uses total approximately 112 acres of city lands. The commercial category includes retail stores, personal services, gas stations and garages, professional offices, restaurants, hotels and motels, shopping centers, and heavy commercial uses such as warehousing and shipping.

Public and Quasi-Public. These uses make up a large portion of city lands, or about 343 acres. Land uses in this category include churches and schools, parks and recreation areas, police and fire stations, the city hall and other municipal buildings, and the airport.

VI. CURRENT HOLDING CAPACITY

This section examines the availability of vacant and underutilized land for various development uses and provides an analysis of the city's current holding capacity under 1987 land-use regulations. The term "holding capacity" refers to the sum of existing development and potential development allowable under current land-use regulations. Holding capacity evaluation is an integral part of a land-use plan or update. It is important to determine development potential under the existing land use and regulatory systems of a jurisdiction so that decision makers and the public can assess the relative increase or decrease in growth proposed in the revised Land Use Plan. It should be noted that this study addresses lands within the city limits only. This way, depending on the results of the holding capacity study, appropriate decisions can be made regarding the type and intensity of land uses proposed for future growth areas outside the city limits.

Methodology

In order to estimate holding capacity, data on both existing and potential development is required. From the existing land-use data generated in the previous section, the development potential of vacant or under-utilized lands designated for residential, commercial, and industrial uses can be assessed based on allowable uses and densities. Typically, the method for calculating existing holding capacity utilizes a city's current zoning regulations because it is the principal means for implementing a land-use plan. However, in the

case of King City, inconsistencies between the present Zoning Ordinance and General Plan require a somewhat different approach.

King City's current land-use designations and zoning designations are entirely consistent in terms of the type of land use allowed and the physical land areas designated. Figure 4 provides an illustration of the existing zoning districts within the City. Each zoning district has a corresponding land use designation in the current General Plan. However, the respective designations exhibit considerable difference in the maximum densities allowable for residential uses. Table 3 indicates the residential zoning categories and the corresponding residential land-use categories and shows the differences between the respective densities.

TABLE 3

King City Residential Zoning Districts and Land-Use Designations

<u>Zoning District</u>	<u>Allowable Density</u>
R-1 (low density)	7.2 units per acre maximum
R-2 (medium density)	17.4 units per acre maximum
R-3 (medium-high density)	24.8 units per acre maximum
R-4 (high density)	34.8 units per acre maximum

<u>Land-Use Designation</u>	<u>Allowable Density</u>
Low Density	7.0 units per acre maximum
Medium Density	10.0 units per acre maximum
Medium-High Density	20.0 units per acre maximum
High Density	20+ (or more) units per acre

The existing allowable densities within the city zoning districts are significantly higher than the existing allowable densities within the General Plan land-use designation because zoning district densities account for the buildable areas only. That is, to obtain the buildable area of a certain property, the gross acreage is reduced by the dedication of public roads and utility easements.

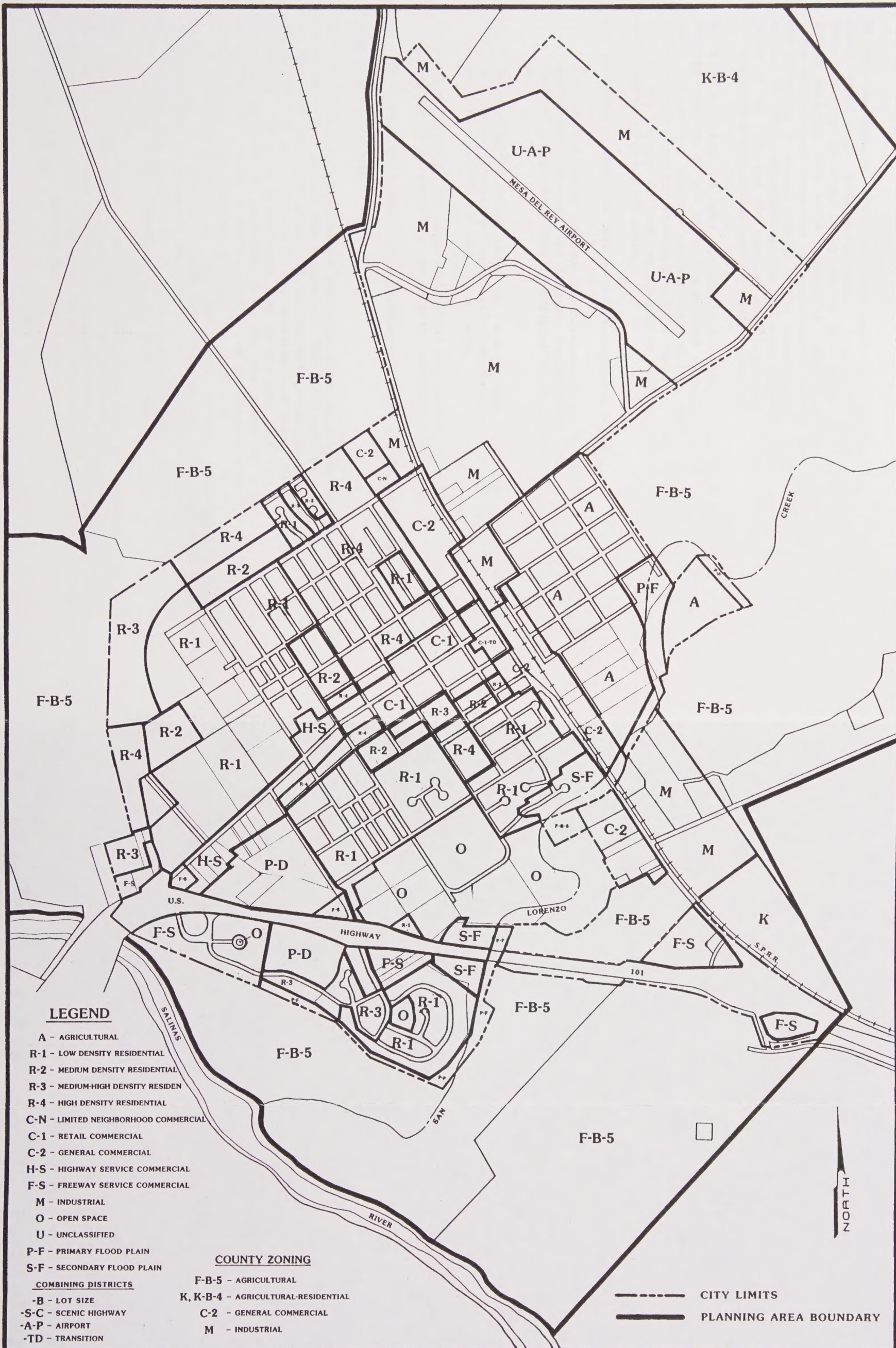
Sources: King City Zoning Ordinance, 1987
King City Land Use Element, 1973

 PLANNING AREA BOUNDARY
 CITY LIMITS

DETAIL AREA
SEE FIGURE 4b



FIGURE
4a



By law, the maximum density allowed under city land-use and zoning designations should be the maximum allowable. City officials have indicated that the discrepancy stems from an effort in past years to allow higher densities within existing city lands because of difficulties in annexing surrounding prime agricultural lands for new development. The higher densities encouraged the infilling of vacant parcels or the redevelopment of under-utilized parcels within the city. Nonetheless, the allowable densities for residentially zoned lands in the city are practically unrealistic and therefore will not be used for purposes of estimating current holding capacity.

In order to present a more reasonably accurate determination of the current holding capacity of the city, the maximum allowable densities of development under the current land-use designations will be used. It should be noted, however, that since the maximum density allowable in the high-density designation is not clearly defined, an assumption will be made for a realistic density figure, as presented below.

The following assumptions were made in calculating holding capacity:

1. All parcels would develop in accordance with the densities allowed in the current General Plan land-use designations. The maximum allowable density in the high-density designation is assumed to be 25 units per acre.
2. No development would occur on lands already developed to the maximum allowable intensity, nor would development occur on public lands, scenic easements, or open space lands.
3. Total acreages for some residential and downtown commercial areas were reduced by 20 percent to account for existing street area.
4. Environmental constraints to development would not be considered.

Development Potential

In order to quantify development potential based on current land-use designations, two types of data are presented. The first derives a holding capacity for the city by calculating the development potential of undeveloped land within the city and adding it to the existing land uses. Table 4 presents the amounts of currently undeveloped land within the city limits in acres and, based on the allowable densities per acre, the number of potential units is generated. The number of dwelling units and developable acreages is then combined with the present number of units and developed acres in the city to give a total holding capacity for the land within the city limits, as shown in Table 5. It is important to note that these figures take into account only those land uses or potential land uses within the present city limits. A comparison of potential buildout of lands within the city limits plus the unincorporated land in the Planning Area can thus be made.

The second type of data derives the total holding capacity of the city by calculating the development potential of vacant lands, plus developed lands, based solely on the current land-use designations for the entire city. These figures take into account the areas of town which are under-utilized in terms of existing uses as opposed to that which is allowable. This data is presented in Table 6.

TABLE 4

Development Potential--Vacant Lands

Incorporated Areas

<u>Zoning</u>	<u>Acres</u>	<u>Dwelling Units</u>
A	0.0	0
R-1	33.2	232
R-2	13.6	136
R-3	25.1	502
R-4	26.8	670
PD	15.8	*
C-N	5.2	-
C-1	1.4	-
C-2	8.8	-
H-S	2.0	-
F-S	3.4	-
M	220.5	-
TOTAL	355.8	1,540

* Assumed commercial uses

Source: EMC Planning Group Inc., 1987

TABLE 5

**Total Holding Capacity:
Existing Development Plus Vacant Land Potential**

<u>Category</u>	<u>Existing</u>	<u>Potential</u>	<u>Holding Capacity</u>
Single-Family	979 units	232 units	1,211 units
Multi-Family	763 units	1,308 units	2,071 units
Mobile Home	227 units	--	227 units
Miscellaneous	78 units	--	78 units
Commercial	112.6 acres	20.8 acres	--
Industrial	83.5 acres	220.5 acres	--
TOTAL			3,587 units

Sources: EMC Planning Group Inc., 1987
King City Housing Element, 1985
Amstar Annexation Final EIR, 1984

TABLE 6

**Holding Capacity:
Maximum Buildout at Allowable Densities**

<u>Category</u>	<u>Potential Holding Capacity</u>
Single-Family	934 units
Multi-Family	3,579 units
Commercial	163.3 acres
Industrial	310.3 acres
TOTAL	4,513 units

Source: EMC Planning Group Inc., 1987

The above tables show two comparative figures for potential development under current land-use regulations for the entire city. Under the first scenario, the potential for further development on vacant lands within the city consists of an additional 1,540 residential units, 20.8 acres of commercial land, and 220.5 acres of industrial uses. Using these figures, population for the city could be increased by approximately 4,990 persons (based on 1980 census determination of 3.24 persons per housing unit) to a total of 11,973.

Under the second scenario, potential development of all vacant lands, as well as redevelopment of under-utilized lands (those designated for higher densities), plus existing uses could reach 4,513 residential units, 163.3 acres of commercial land, and 310.3 acres of industrial land. The city's population could reach 14,035 under such conditions.

Of the above two scenarios, the first is more realistic in terms of potential future growth within the city based on current land-use regulations. This is because the second scenario assumes that the large, primarily single-family residential areas of the city which are designated for high-density residential use would build out at the maximum density. This is very unlikely, especially since additional land designated for high-density residential use was annexed to the city a few years ago.

Although the first scenario may be a more useable estimation of current holding capacity, the total population figure generated was based on full buildout of vacant lands at maximum density. The actual intensity of future development will most likely be substantially less. In addition, although the maximum densities allowed under the current land-use designations are less than that allowed under current zoning, they are still relatively high. This is especially true of the high-density residential designation which currently allows 20 or more units, thus providing no definite maximum. If a maximum density were given for this designation (as well as lower maximums for the other residential categories) that reflected established development densities, the holding capacity calculations would result in population figures more indicative of the actual future growth within the present city limits.

VII. PUBLIC SERVICES AND FACILITIES

This section addresses the major services and facilities provided in King City. It begins with a general inventory of public and private services, such as police and fire protection, health and medical services, and educational services. There will also be a description of existing parks and recreational facilities, water services, wastewater treatment, solid waste disposal, etc. Information was obtained from state, county, and city government officials, private organizations, and staff surveys of other departments and agencies. The location, development, and expansion of public services and facilities will guide King City's future. Each new or expanded service and/or facility must be examined for its relationship to other major services and facilities.

Government Facilities and Services

Most of King City's functions are administered from the City Hall building on South Vanderhurst Avenue. The other facilities utilized for city functions are the corporation yard, located on Industrial Avenue; the police station,

located on Third Street between Broadway and Lynn; the fire station, located at Basset Street; and the Recreation Department and Golf Course, located on Division Street.

City Administration. The City of King City was incorporated as a general law city in 1911. The City operates under the council/city manager form of government with legislative responsibility residing with an elected City Council of five members. One of the members of the City Council is elected by the others to serve as mayor. Other elected positions include the City Treasurer and the City Clerk.

The City Council appoints the City Manager by Council vote, and the Mayor appoints the Planning Commission, City Attorney, and all of the special City committees including the Airport Committee, Golf Course and Recreation Committee, and Library Board. The City Manager is charged with appointing all city department heads operating under the Administrative Services function. City Administrative Services include the following departments, department heads, and personnel:

General Administration:	Administration (1 Bacciarini)* Clerical (1 to 2 AMSTAR, 1 Bacciarini)*
Finance Department:	Finance Director Transit Operator Personnel Officer Word Processor/Secretary Accountant Clerk Accountant Clerk (part-time)
Building and Planning Department:	Building and Planning Official Janitorial Maintenance Aide
Police Department:	Police Chief Sergeants (3) Officers (17) (8 AMSTAR, 1 Bacciarini)* Clerical (4) (2 AMSTAR)*
Fire Department:	Fire Chief Assistant (2) Senior Engineer Engineer (3) Volunteers (29) Clerical (1 AMSTAR)*
Public Works Dept:	Public Works Supervisor Maintenance Crews for City Streets, Corporation Yard, Airport, Golf Course, and City Parks (7) (4 1/2 AMSTAR, 1 1/2 Bacciarini)*
Recreation Department:	Recreation Director Facility Operators Golf Course Staff (2 Bacciarini)* Recreation Department Staff (4 AMSTAR, 1 Bacciarini)*

Library:

Librarian
Library Assistant

*Asterisks indicate future needs based on the Plan for Services of the AMSTAR and Bacciarini annexations.

Current Needs. The city's administrative services are functioning at an adequate level at present, although staff is at the minimum necessary to carry out their duties. As work loads increase, additional clerical, maintenance, or other help will become necessary. The present City Hall building is at its capacity in terms of space. The facility could not comfortably handle an increase in personnel or additional offices. The city has discussed preliminary plans for expansion of the old City Hall to provide for anticipated growth within the various administrative departments.

Police Protection Services

Existing Conditions. The King City Planning Area is provided police protection through the King City Police Department, the Monterey County Sheriff's Department, and the California Highway Patrol.

The Sheriff's Department provides service to a very large geographical area which includes the unincorporated lands within the Planning Area. As a result, the department responds strictly to calls for service; officers do very little preventative patrolling.

The California Highway Patrol has jurisdiction and law enforcement powers on all county roads, freeways, and state highways. The Highway Patrol is particularly concerned with the enforcement of vehicle codes and traffic safety.

The King City Police Department, responsible for service within the city limits, is located on Third Street between Broadway and Lynn. The department is manned by 12 sworn personnel including the Police Chief, three sergeants, an investigative officer, and seven patrolmen. The department also employs two non-sworn clerical personnel. There is a current ratio of approximately 1.7 sworn personnel for each 1,000 persons in the city. Estimated average response time for a police service call within the city is about two minutes or less.

The department maintains a minimum of two sworn officers on duty at all times. The day shift (from 7:00 a.m. to 4:00 p.m.) has two officers on duty while the swing shift (from 4:00 p.m. to 1:00 a.m.) and graveyard shift (from 11:00 p.m. to 7:00 a.m.) have three officers on duty.

Current and Future Needs. The present level of staff and officer-to-population ratio is adequate to meet the police protection requirements for the residents of King City. However, the existing police station, which serves as both office and temporary detention facility, is inadequate to meet the present needs of the department. The city currently has plans to construct a new, 8,000 square-foot police station, which would be located adjacent to City Hall. Funding proposals are being sought for the proposed station, which is planned to accommodate the demand from new growth in the city for the next 20 years.

While service within the city is adequate at present, future growth and development of new residential, commercial, and industrial areas in the Planning Area will increase demand for police protection.

To offset the substantial capital cost of meeting future demand, the city has imposed an impact mitigation fee ordinance (#490). The fee is imposed on all new residential, commercial, and industrial developments in the city. Fees collected are to be used exclusively for the acquisition of land, buildings, equipment, and facilities required by the Police Department.

Fire Protection Services

Existing Conditions. The King City Planning Area receives fire protection service from both the King City Fire Department and the California Department of Forestry (CDF).

Unincorporated lands within the Planning Area receive protection from County Service Area (CSA) #61, a volunteer fire department which contracts with the CDF to provide leadership training and administrative services for its personnel. The department headquarters is located on Canal Street between Reich Street and Division Street. The department is staffed by the Fire Chief and 14 additional volunteer firefighters. Available fire suppression equipment includes two engines with 300-gallon per minute pumping capacities, and one 2,000-gallon water tender. The department also employs one rescue unit which serves the entire Planning Area.

The King City Fire Department provides service within the city limits and has one fire station centrally located on Bassett Street at Vanderhurst Avenue. The facility has a dorm capacity of four and can provide its own emergency power in case of a blackout. Administrative personnel consists of the Fire Chief, 1st and 2nd Assistants, one senior Engineer and three Engineers working under him. The department currently has 29 volunteer firefighters available as needed. The department has three pumper trucks for use in fire suppression. The main, or attack, truck has a 1,000-gallon tank capacity and can pump 1,250 gallons per minute. The second and third back-up units can pump 1,000 gallons per minute and have tank capacities of 750 and 500 gallons, respectively. The third unit, however, is very old and has reached a point where its retirement may be necessary.

The adequacy of fire protection services in the King City area is assessed by the Insurance Services Office (ISO) of California. The ISO conducts an evaluation of fire department equipment and staff, alarm systems, water supply, and fire prevention and inspection programs to determine a reasonable basis for assessing fire insurance premiums. The evaluation is expressed in a rating system known as the ISO rating. The rating is on a scale of 1 to 10. Points are subtracted based on deficiencies found within the fire district. A rating of one signifies the highest level of protection, while a rating of ten means that the area is essentially left unprotected. The ISO rating for the City of King is currently at 5, and the CSA #61 rating is 9.

In addition, the Pacific Fire Rating Bureau has established response distances for fire protection purposes and for rating an agency's ability for timely response. For example, a two-mile distance is considered adequate for residential dwelling neighborhoods. Due to the size and street patterns of King

City, the existing central station adequately meets this travel distance for the existing developments in the city.

Current and Future Needs. The level of service provided to the Planning Area is adequate for the area within the city limits, served by the King City Fire Department and the California Department of Forestry (CDF). While service within the city is adequate at present, future growth and development of new residential, commercial, and industrial areas in the Planning Area will increase demand for fire protection. Currently, due to its aging fire trucks, the King City Fire Department is in need of new equipment.

To offset the substantial capital cost of meeting future demand, the city has imposed an impact mitigation fee ordinance (#490). The fee is imposed on all new residential, commercial, and industrial developments in the city. Fees collected are to be used exclusively for the acquisition of land, buildings, equipment, and facilities required by the Fire Department.

Educational Facilities

Existing Conditions. Public education in the King City Planning Area is provided through the King City Joint Union High School District and the King City Union Elementary School District. The districts consist of a total of three schools: Santa Lucia School, San Lorenzo School, and King City High School. There is one new school currently under construction, the Del Rey School, described below.

Santa Lucia School, located at Russ and Collins Streets, is an elementary school serving grades K-4. San Lorenzo School, an elementary/junior high school serving grades 5-8, is located on Pearl Street between Vanderhurst and San Lorenzo Avenues. The combined enrollment for both schools is 1,487 students and growing; a total which is above present capacity. King City High School is located on Broadway Street and serves grades 9-12. The school's current enrollment of 1,033 students is below its projected capacity of about 1,200.

The two elementary schools will receive an additional influx of students for the 1986-87 school year due to the closing of St. John's, a private Catholic school with an enrollment of 130. Approximately 81 of the students will attend the King City schools with the remainder going to other districts.

Current and Future Needs. Both elementary schools are in need of additional facilities to meet not only future demand but to also alleviate current overcrowding conditions. The King City Union Elementary School District is constructing an expansion of the Santa Lucia School (the Del Rey School) onto a 10.5-acre site located north of the present school site, across King Street. The new facilities are intended to meet current overcrowding demands, and enrollment is expected to reach capacity during the first year of operation. The expansion is not expected to meet any future demand based on additional growth within the city. As the population of the city grows, new land and facilities for all grade levels will become a necessity.

Expansion of school facilities must progress as the demand increases in order to prevent significant overcrowding conditions and a reduction in the ability of the school districts to provide a quality education. Recent state legislation (Assembly Bill 2926) has authorized school districts to directly levy

school impact fees, dedications, or other exactions. Formerly, school districts had to rely on the city or county to impose developer fees on the district's behalf. Now the districts have the independent authority to impose impact fees for temporary or permanent school facilities on any development project. No city or county may issue a building permit for any development unless the school district certifies that the development has complied with all such school district imposed requirements.

Domestic Water Service

Existing Conditions. The King City water supply system is owned and operated by the California Water Service Company. One municipal well, which serves the golf course, is not connected to this supply system. The California Water Service Company operates six wells within the city, which draw from the Salinas River. The supply system has a maximum production capacity of three million gallons of water per day. Current daily use by the city stands at approximately 1.2 million gallons. There are presently 1,362 active metered hook-ups in the city. Table 7 indicates the breakdown of the metered hook-ups.

TABLE 7

California Water Service Company Current Metered Hook-Ups

<u>Type of Service</u>	<u># Metered</u>
Residential	1,078
Commercial/Business	240
Industrial	5
Public Agencies	31
Multiple Residences (3 or more units)	8
TOTAL	1,362

Source: California Water Service Company, 1986

The adequacy of service and condition of the water supply infrastructure is currently excellent; no significant problem areas exist within the city. Water pressure and volume are adequate to meet fire suppression standards throughout most of the city, but certain problem areas do exist where flow is inadequate. In addition, there is a 250,000-gallon water storage tank with a 2,000-gallon per minute pump to meet the fire suppression requirements of the industrial area.

Current and Future Needs. The city's water supply system is adequate to meet current demand. A substantial reserve supply capacity exists at the present time. However, to meet demands for anticipated future growth and maintain a safe reserve for potential drought years, major land developers will undoubtedly be required to provide new wells to supplement the existing system.

Sewer Service

Existing Conditions. The King City Wastewater Treatment Facility provides wastewater collection and disposal service for lands within the city limits. The facility consists of separate wastewater systems for domestic and industrial uses.

The domestic wastewater treatment and disposal facility consists of headworks with metering, screening, pumping, stabilization ponds, a spray irrigation pump station, and a spray irrigation disposal system. The industrial facility consists of a sedimentation pond, a spray irrigation pump station, metering, and a spray irrigation disposal system.

The treatment facility can presently process a maximum average daily flow of 800,000 gallons per day of domestic wastewater and 2.4 million gallons per day of industrial wastewater. Current daily flow to the plant averages 670,000 gallons of domestic effluent and 1.7 million gallons of industrial wastewater.

The majority of the sewer system infrastructure within the city is presently near capacity but generally provides adequate service. It is estimated that the older, six-inch lines serving the inner city are at 95-percent capacity. Regardless, replacement of these lines would more than likely be required due to deterioration rather than overloaded conditions.

Current and Future Needs. Presently, the city's sewage collection and treatment facilities are adequate to serve existing development. As the city continues to grow, additional capacity will be required at the sewage treatment plant. Future expansion of the treatment plant will hinge on the speed of development of residential and industrial sections of the city, such as the AMSTAR properties. Current agreements with the AMSTAR Corporation call for approximately one million dollars in sewer system improvements based on build-out of the properties.

To further offset the capital cost of meeting future demand for sewer service, the city has imposed an impact mitigation fee ordinance (#490). The fee is imposed on all new residential, commercial, and industrial developments in the city. Fees collected are to be used exclusively for the acquisition of land and easements and for the design and construction of additions to and improvements of the sanitary sewerage works and system.

Storm Drainage and Flood Control

Existing Conditions. Storm drainage facilities presently serve the central portion of the city and are maintained by the city's Public Works staff. The city's Master Drainage Plan provides guidelines for future construction of storm drain improvements to serve anticipated development, such as the AMSTAR properties. However, the city has experienced flooding problems in recent years because of a lack of adequate surface drainage improvements. Current problem areas include stretches along Metz Road and First Street which are subject to ponding during wet weather. Redevelopment plans earmarked for these areas call for storm drainage improvements to mitigate existing problems.

Portions of the Planning Area which lie within the San Lorenzo Creek flood plain are subject to potential flood damage from major flood events.

Historically, San Lorenzo Creek floods have damaged agricultural lands, roads and bridges, the municipal golf course, an auto dismantling yard, and property in the BENGARD Subdivision and adjacent mobile home park. Areas of special flood hazard are identified by the Federal Insurance Administration's report entitled, "The Flood Insurance Study for the City of King," dated April 15, 1981, with an accompanying Flood Insurance Rate Map (FIRM).

Areas subject to flood hazards, as identified on the FIRM, are regulated by the city's Flood Damage Prevention Ordinance. The purpose of the ordinance is to minimize public and private losses due to flooding in specific areas by restricting or prohibiting land uses which are dangerous to health and safety, or which result in damaging increases in erosion, flood heights, or velocities.

In order to more effectively regulate development in flood prone areas, the city has adopted zoning designations which correspond to the specific hazard areas. Portions of the city which currently lie in the 100-year flood boundary are zoned either Primary Flood Plain or Secondary Flood Plain, with each zone having certain restrictions and allowable uses. Other areas within the flood plain, such as the golf course, are designated Open Space and Agriculture.

Current and Future Needs. If the redevelopment projects are implemented, existing surface drainage problems will be mitigated. Future storm drain infrastructure improvements will follow the pattern of new development in the city. The city's Master Drainage Plan will continue to be updated as needed, designing and incorporating improvements consistent with anticipated growth patterns.

As with other municipal services, the city has imposed an impact mitigation fee ordinance (#490) to defray the capital costs of meeting the future demand for storm drainage improvements. The fee is imposed on all new residential, commercial, and industrial developments in the city. Fees collected are to be used exclusively for the acquisition of land and easements and for the design and construction of additions to and improvements of the storm sewer, drainage works, and system.

Health and Medical Services

Existing Conditions. A full range of health and medical services and facilities is available to the residents of King City. The three main facilities located in the city are the George Mee Memorial Hospital, the Santa Lucia Community Health Center, and the South Monterey County Medical Group. The hospital has a 42-bed capacity, emergency room, ambulance service, out-patient service, and other standard hospital services. The Santa Lucia Community Health Center provides a medical clinic, dental service, human services, respite care, and drug and alcohol counseling, etc., primarily for low- to moderate-income families. The services offered by the South Monterey County Medical Group basically consist of general and family practice by four doctors and one general surgeon.

Current and Future Needs. The level and adequacy of health and medical services within the city appears to be acceptable. Identified needs at present include a larger hospital emergency room and senior citizen rest home. The hospital typically has less than a 50-percent occupancy rate, although this

seems to be more a result of shorter lengths of stay than low demand. The impact of future demand on medical services will result in the need for specialists and newer, more modern equipment rather than additional bed space.

Public Library

Existing Conditions. The King City public library is located in the City Hall building and serves the city as well as local communities to the south. The library currently houses 19,000 volumes and carries 60 magazine subscriptions. The library augments its collection through the Monterey Peninsula College. However, the facility is presently inadequate for a variety of reasons. Besides a serious lack of overall space for storage, filing, offices, and other administrative functions, the facility has no restrooms, handicap access, or comfortable seating, and the circulation is generally poor. In addition, there is inadequate space for a children's reading room and, as a result, no children's programs. The fixed shelving is also too high for easy top shelf access, especially for children.

Current and Future Needs. Tentative plans for the expansion of City Hall also include provisions for a new library facility. The city's Library Board is currently in the process of identifying and formulating improvements which would be incorporated into the design of the new facility.

To help offset the cost of the new facility and future demand, the city has imposed an impact mitigation fee ordinance (#490) on all new developments. Fees collected will be used exclusively for the acquisition of land, buildings, equipment, and facilities required by the city library due to the development and growth of new residential, commercial, and industrial areas.

Parks and Recreation

Existing Conditions. The city, through its Recreation Department, provides and maintains a variety of recreational facilities and programs for its residents. There are currently about 15 acres of developed park land within the city limits. Facilities include the Municipal Park, which includes a swimming pool complex, picnic and barbeque areas, pre-school and school-age playgrounds, a racquetball center, recreation center, adult softball field, and a new baseball park (Centennial Field). The other city park facility is Forden Park, which has large open-space areas and a children's playground. Finally, 30 acres of open space are utilized by the nine-hole Municipal Golf Course.

In addition to the city's parks and recreational facilities, the community is fortunate to have other large facilities available. San Lorenzo Regional Park, a 200-acre county-run facility, is located just southwest of the city limits. Also, the 21.6-acre Salinas Valley Fairgrounds is located along Division Street and includes horse barns, riding stables, and roping facilities, in addition to numerous fairground events.

Current and Future Needs. The parks and recreational facilities open to the community are sufficient for the city's current population. However, several needed improvements to existing facilities have been identified by the Recreation Department. These improvements include renovations to municipal park facilities, such as the picnic grounds, children's playground equipment, adult

softball field, pool, and concession and announcing stands for Centennial Field, and improved landscaping and irrigation at various sites.

As the city experiences additional growth, expansion of facilities will become necessary. Currently, as a result of the incorporation of the AMSTAR properties, an approximate 10-acre future park site has been dedicated to the city for future development. Future park site dedications and/or payment of fees to support park programs will be required from developers through a series of formulae contained in City Ordinance #465.

Solid Waste Disposal Service

Existing Conditions. Solid waste disposal is handled by the city through a franchise arrangement with the King City Disposal Company. The disposal company provides for the collection and removal of all garbage, rubbish, and garden refuse within the city limits.

The Jolon Road Sanitary Landfill Site is located five miles south of the city and 0.5 miles west of Jolon Road. It is a 450-acre site which has been leased by the County of Monterey for a 30-year period that began June 3, 1974. The majority of the site is subleased for grazing purposes, with only about 40 acres actually being used for waste disposal. The site serves as a depository for the wastes generated within King City and the south Monterey County area. Wastes are disposed of by using a cut-and-cover method of sanitary landfill.

Current and Future Needs. The 20-Year Master Plan for the landfill site is presently in its fourth year of implementation. Therefore, it is projected that the present area used for waste disposal has a remaining capacity of 16 years. The site leased by the county is large enough that if, after 16 years, additional area is required, the landfill should be able to expand its facilities.

Utilities

Existing Conditions. Public utilities are provided to the residents of the Planning Area by the Pacific Gas and Electric Company (PG&E), Pacific Bell, and CATV of King City-Greenfield. PG&E supplies the city's basic energy requirements, such as electricity and natural gas, while Pacific Bell provides the telephone services for the community. CATV of King City-Greenfield provides cable television services to these two neighboring cities. The services of all three companies are available on demand.

Current and Future Needs. PG&E generates its power from a number of sources, including fossil fuel, nuclear, hydroelectric, and geothermal energy. PG&E allocates its energy supply according to a priority system for the South Monterey County area. In the past, shortages of natural gas have been known to occur during periods of peak demand, but generally the level of service provided to King City is adequate and readily available. The same condition applies for the services provided by Pacific Bell; no future supply shortages appear likely.

VIII. LAND USE PLAN

The Land Use Plan for the City of King is composed of two main sections. The first is a listing of the goals, objectives, policies, and programs which will regulate future land use and provide decision makers with the tools necessary to accomplish city goals. The second part is the actual Land Use Plan, which is a graphic representation of the general distribution, location, extent, and intensity of future land uses for the Planning Area. The Land Use Plan constitutes a "blueprint for the future" of King City. It is important to note that this plan represents the desires of the King City community, as expressed by the Citizens Advisory Committee, Planning Commission, and City Council, and influenced by direct public participation.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

Land Use

1 GOAL

TO ENCOURAGE LAND USES THAT PROMOTE ORDERLY GROWTH AND DEVELOPMENT AND MAINTAIN A BALANCED COMMUNITY.

1.1 OBJECTIVE

Promote desirable land uses through use of the planning process.

1.1.1 POLICIES

The city shall discourage premature and scattered development.

1.1.2 In order to encourage desirable land uses, the city, where appropriate, shall develop standards and/or procedures to control development siting, design, and landscaping.

1.1.2.1 PROGRAMS

The city shall ask the county to refer all applications for entitlement within the Planning Area to the Planning Department for review and comment.

1.1.2.2 The city shall require fiscal impact analyses for all annexation proposals to assure that future development is self-supporting.

1.1.3 POLICY

The city shall gradually reduce existing blighted, degraded land uses and incompatible land uses.

1.1.3.1 PROGRAMS

The city shall identify land uses which are incompatible with the goals, objectives, and policies of the Land Use Element.

1.1.3.2 The city shall continue to implement appropriate zoning mechanisms and the permit review process to phase out incompatible land uses.

1.1.3.3 The city shall review its non-conforming use regulations in the zoning ordinance to determine if they are sufficiently stringent.

1.1.4 POLICY

In order to promote orderly growth, the city shall approve only those proposed developments where there is provision for an adequate level of services and facilities, such as water, sewer, fire and police protection, transportation, and schools. Approval shall also be given to only those projects which have no unmitigated environmental constraints and are otherwise consistent with General Plan policies.

1.1.4.1 PROGRAMS

The city shall establish a procedure for the maintenance of data about the cumulative demand on public services (water, sewer, roads, police, fire, etc.). The city shall consider this data in planning for enhancements to services and in making findings that services exist or definitely will exist for proposed new development.

1.1.4.2 City staff shall prepare, in conjunction with other service jurisdictions, an annual report summarizing capacity or service limitations and anticipated needs to accommodate new growth.

1.1.4.3 Projects which cannot be adequately served by public services, which have unmitigable environmental impacts, or which are inconsistent with the policies of the General Plan shall be denied.

1.1.4.4 The city shall require fiscal impact sections in all environmental documents which address proposed development projects where it is clear that existing public facilities are marginal.

1.2 OBJECTIVE

To develop a range of land uses, ensuring balanced development of the Planning Area consistent with the city's desired character and environmental, social, and economic goals.

1.2.1 POLICIES

The city shall encourage adequate and affordable housing for the existing and projected residential population.

1.2.2 The city shall promote commercial land uses to enhance the city's economic base and provide jobs for its residents.

1.2.3 The city shall promote industrial land uses consistent with the existing economic trends of the Planning Area to expand the city's economic base and provide jobs to its residents.

1.2.3.1

PROGRAM

Work with the Economic Development Corporation of Monterey County, the County Office of Intergovernmental Affairs, and the local Chamber of Commerce to actively promote tourist-oriented commercial projects and industrial development compatible with surrounding agricultural uses and the skills of the resident labor pool.

2

GOAL

TO PROVIDE ADEQUATE AREAS OF VARIOUS TYPES OF RESIDENTIAL DEVELOPMENT THAT ARE COMPATIBLE WITH SURROUNDING USES OF THE LAND, AND AT LOCATIONS AND DENSITIES APPROPRIATE TO THE CITY'S IDENTIFIED HOUSING NEEDS.

2.1

OBJECTIVE

Designate adequate sites for a variety of residential development.

2.1.1

POLICY

The city shall promote the availability of adequate sites for a variety of housing types and densities consistent with Housing Element goals and environmental limitations.

2.1.1.1

PROGRAMS

City staff shall maintain an inventory of residential land available for development, and shall provide an annual report to the Planning Commission and City Council on the availability of such housing sites to meet current demand.

2.1.1.2

When identifying, annexing, and/or zoning land for future residential use, utilize AMBAG, the State Department of Finance, and any other agency for housing data base information to determine short- and long-term housing type and density needs.

2.1.1.3

Utilize planned unit development zoning to allow a mix of housing types and possible integration of commercial uses where deemed appropriate. Density bonuses or fee reductions should be considered for developments which assist in meeting the city's housing goals.

2.1.2

POLICY

The city shall preserve its stock of mobile home housing and encourage the development of new, non-rental mobile home parks suitable for all ages.

2.1.2.1

PROGRAMS

Develop a list of vacant, medium-density residential land, in close proximity to shopping, services, and schools, which would be suitable for mobile homes.

2.1.2.2

Create a zoning district specifically allowing mobile home parks as permitted uses. In this zoning district,

provide standards which deter the conversion of existing mobile home parks to other uses.

2.1.3

POLICY

In areas zoned for high-density residential use but which are primarily single-family and in need of redevelopment, the city shall encourage lot consolidation where the existing lot pattern or size makes high-density development difficult.

2.1.3.1

PROGRAMS

Identify those areas where lot consolidation would provide sites for high-density residential redevelopment. Develop a program to encourage lot consolidation in these identified areas in order to promote planned development.

2.1.3.2

Re-evaluate those areas of the city where single-family uses are well maintained, although the area is zoned for higher density. It may be desirable to protect such areas by lowering the zoning district classification to coincidewith existing densities.

2.1.3.3

The city should initiate contact with AMSTAR with regard to the area north of the intersection of King and Mildred Streets, currently designated R-2, which should be changed to R-1 to be consistent with the existing R-1 area across the street. This recommendation can be implemented if AMSTAR consents to modify its existing development agreement with the city.

2.2

OBJECTIVE

Ensure compatibility between residential development and surrounding land uses.

2.2.1

POLICY

The City shall prohibit new land-use activities within and in close proximity to residential areas that generate undesirable impacts which cannot be mitigated.

2.2.1.1

PROGRAMS

Through the environmental and permit review process, the city shall identify projects which would affect residential areas in a negative manner, and if such impacts cannot be mitigated, the city shall deny the project.

2.2.1.2

Utilize residential planned development zoning to create residential density transitions between zoning districts of varying densities.

2.2.2

POLICY

The city shall promote the provision of open space within and along the perimeter of residential areas in order to buffer them from adjacent land uses.

2.2.2.1

PROGRAMS

Revise the zoning ordinance to promote clustering of residential units to maximize on-site open space.

2.2.2.2

The city should promote open-space buffers between residential land uses and other uses during permit processing. The zoning ordinance should be amended to identify appropriate buffer sizes. This buffering can be achieved through the use of planned development zoning.

3

GOAL

TO PROVIDE ADEQUATE AREA FOR COMMERCIAL LAND USES WHICH MEET THE SERVICE NEEDS OF RESIDENTS, VISITORS, AND MOTORISTS, AND ARE COMPATIBLE WITH SURROUNDING LAND USES.

3.1

OBJECTIVE

Provide for sufficient acreage to promote desired commercial development.

3.1.1

POLICY

The city shall promote the availability of commercial sites to accommodate a mix of professional, service, and shopping center developments consistent with the environmental, service, and economic goals of the city.

3.1.1.1

PROGRAMS

City staff shall maintain a list of vacant land, including land that could be redeveloped, that is available for commercial development. Update the list on an annual basis and make it available to prospective developers.

3.1.1.2

Encourage the Economic Development Corporation of Monterey County, the County Office of Intergovernmental Affairs, and the local Chamber of Commerce to distribute information regarding available commercial properties in the King City Planning Area.

3.1.1.3

Encourage the Chamber of Commerce to distribute information to county and regional park facilities regarding King City's commercial accommodations.

3.2

OBJECTIVE

Ensure compatibility between commercial development and surrounding land uses.

3.2.1

POLICY

A mix of residential and commercial uses shall be allowed in instances where good site design and utilization of the property can be demonstrated.

- 3.2.1.1 PROGRAMS
Re-evaluate commercial zoning district development standards to assure that adequate landscaping and buffering is incorporated into project designs.
- 3.2.1.2 On land zoned for planned development (P-D) uses, allow for a mix of commercial and residential uses where a specific plan for the area indicates such utilization would be appropriate.
- 3.2.2 POLICY
Existing and future land uses located adjacent to commercial uses should be protected from noise, unsightliness, offending odors, and other nuisances.
- 3.2.2.1 PROGRAMS
Assess the adequacy of zoning regulations to buffer commercial development from adjacent land uses and amend the ordinance as necessary. Prepare specific commercial and industrial performance standards designed to mitigate potential nuisances.
- 3.2.2.2 During the environmental and development review process, identify potential impacts that commercial developments will have on other community land uses. Require the mitigation of such impacts prior to development approval.
- 3.2.2.3 Lighting of commercial areas shall be carefully planned and controlled to the extent necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from public right-of-ways and adjacent residential land uses.
- 3.3 OBJECTIVE
Ensure that commercial developments maintain or enhance the environmental beauty and quality of the area, and the city's existing character.
- 3.3.1 POLICY
Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to visually integrate the entire development with the surrounding environment and land uses.
- 3.3.1.1 PROGRAMS
Commercial development shall be conditioned to install landscaped areas on a percentage of the total site area as per the city zoning ordinance. Exterior maintenance agreements shall be made a condition of permit issuance.
- 3.3.1.2 Require design review by the Planning Commission or separate review board on all commercial projects to

assure General Plan design objectives are being satisfied.

3.3.2

POLICY

Commercial signs shall be attractive and appropriately designed.

3.3.2.1

PROGRAMS

The city shall review all signing proposed for new developments to assure attractiveness and consistency with the architectural style of the building(s) and surrounding land uses.

3.3.2.2

Review the sign regulation section of the zoning ordinance regarding sign placement, height, and area limitations to determine if changes should be made consistent with community design objectives. Sign regulations shall be prepared that promote consistency in sign size and style for various commercial segments of the community.

4

GOAL

TO PROVIDE AREAS FOR AND ENCOURAGE INDUSTRIAL DEVELOPMENT WHICH IS ECONOMICALLY BENEFICIAL TO THE AREA AND COMPATIBLE WITH SURROUNDING LAND USES.

4.1

OBJECTIVE

Provide adequate and appropriate space within the Planning Area for industrial land uses.

4.1.1

POLICY

The city shall promote the availability of vacant, industrially zoned land for uses consistent with the environmental and economic goals of the city.

4.1.1.1

PROGRAMS

City staff shall develop and maintain a list of vacant sites suitable for industrial development. The list shall be updated annually and made available to potential developers.

4.1.1.2

Encourage the Economic Development Corporation of Monterey County, the Office of Intergovernmental Affairs, and the local Chamber of Commerce to distribute information regarding available industrial properties in the King City Planning Area.

4.1.1.3

The land-use designation for the area southwest of the proposed First Street bypass shall be Industrial (M district).

4.2

OBJECTIVE

Promote industries that will maintain the city's environmental quality and expand the city's economic base.

- 4.2.1 POLICIES
The city shall encourage the development of a percentage of non-seasonal industries to promote year-round employment opportunities.
- 4.2.2 The city shall encourage the development of industries that reclaim wastewater for reuse.
- 4.2.2.1 PROGRAMS
Through the environmental review and permit process, the city shall determine the water demand and sewage generation rate for proposed industrial developments.
- 4.2.2.2 Excessive discharge of wastewater may result in a condition for denial of a project or require an alternative disposal method to direct discharge to the city's sewage treatment plant.
- 4.2.3 POLICY
Industrial land uses which generate air pollution or noise in excess of local standards shall be required to mitigate such generation to an acceptable level.
- 4.2.3.1 PROGRAMS
Review industrial land uses for air pollution and/or noise generation hazards. Require industrial land uses to meet both the air pollution emission standards (as administered by the Monterey Bay Unified Air Pollution Control District) and city noise emission standards.
- 4.2.3.2 Incorporate industrial performance standards into the zoning ordinance to ensure against potential adverse impacts.
- 4.2.4 POLICY
Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.
- 4.2.4.1 PROGRAMS
All new industrial developments, or expansions of existing industries, must be designed and sited consistent with the city's desired character and reviewed and approved by an architectural committee prior to final project approval.
- 4.2.4.2 Design standards ensuring a high quality of industrial development shall be incorporated into all industrial zoning district regulations.
- 4.3 OBJECTIVE
Ensure that industrial areas are compatible with and do not adversely affect surrounding land uses.

- 4.3.1 POLICY
The city shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses and substantially lessen any potential adverse impacts.
- 4.3.1.1 PROGRAMS
Assess the adequacy of zoning regulations to buffer industrial development from adjacent land uses and amend the ordinance as necessary.
- 4.3.1.2
During the environmental and development review process, identify potential impacts that industrial developments will have on other community land uses. Require the mitigation of such impacts prior to development approval.
- 4.3.1.3
Lighting of industrial areas shall be carefully planned and controlled to the extent necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from public right-of-ways and adjacent residential land uses.
- 4.3.2 POLICY
Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.
- 4.3.2.1 PROGRAMS
New industrial developments shall be required to provide to the city a trip-generation and distribution analysis as a part of project plans. The city should review and evaluate this analysis for impacts to residential zones.
- 4.3.2.2
Amend the zoning ordinance to require a use permit for all industrial development abutting residential zones. Conditions of approval should focus on buffering techniques.
- 5 GOAL
PROVIDE ADEQUATE AREAS FOR PUBLIC AND QUASI-PUBLIC LAND USES.
- 5.1 OBJECTIVE
Provide coordinated, ongoing planning for public and quasi-public service facilities.
- 5.1.1 POLICY
The city shall designate areas for new public and quasi-public facilities and accessory facilities commensurate with the identified need. These facilities shall be conveniently located in or near the areas they are intended to serve.

5.1.1.1

PROGRAMS

The city shall develop an annual report on the status of public and quasi-public services and facilities within the city. The report shall identify the need for new city facilities based on existing and anticipated demand and set forth an acquisition and funding program. The city shall acquire private lands as necessary to develop new facilities.

5.1.1.2

Work with utility providers to identify future utility expansion needs. Obtain easements from property owners to extend private utilities and/or promote cooperation between utility providers and property owners for the purpose of acquiring easements or right-of-ways for utility expansions.

5.1.2

POLICY

All public facilities shall be of a scale, of a general visual character, and appropriately sited so as to not conflict with the surrounding land uses or ambient noise levels.

5.1.2.1

PROGRAM

Through the environmental review, use permit, and design review processes, condition new public and quasi-public service facilities to be visually compatible with the city's desired character and surrounding land uses.

6

GOAL

TO PROMOTE THE PROVISION OF OPEN SPACE LANDS TO SATISFY THE NEEDS OF PLANNING AREA RESIDENTS, EMPLOYEES, AND VISITORS, AND TO CONSERVE NATURAL RESOURCES.

6.1

OBJECTIVE

Provide open-space land as a part of new residential, commercial, and industrial developments.

6.1.1

POLICIES

The city shall continue to require, as per city ordinance, that new subdivisions dedicate park land and/or park in-lieu fees to the city that enable the purchase of additional park land, or to provide recreational facilities, or to maintain existing facilities.

6.1.2

New commercial and industrial developments shall maximize on-site open space area, as appropriate, in order to provide open space and passive recreational opportunities for their employees and to minimize the demand for public open space and recreational facilities.

6.1.2.1

PROGRAMS

The city should amend the park and recreation fee ordinance to include, in addition to subdivisions, a

requirement that specific development proposals pay in-lieu fees in an amount deemed reasonable by the city.

6.1.2.2

During the environmental review and permit process, the city shall identify potential open-space and recreation resource demands created by new commercial and industrial developments and require such developments to provide on-site open space and/or landscaped areas to satisfy that demand. This shall be accomplished through site planning and design methods, such as clustering, building coverage limitations, provision of landscaped areas, or any other method deemed appropriate by the city. All on-site open space shall be maintained by the developer.

6.1.3

POLICY

The siting and design of new development proposed along major thoroughfares, particularly entrances to the city, shall incorporate design standards for enhancing the scenic quality of these thoroughfares.

6.1.3.1

PROGRAM

The city shall develop a set of design enhancement guidelines to ensure that development along major thoroughfares, emphasizing entrances to the city, are appropriately sited and designed to enhance these transportation corridors. The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares. This evaluation shall consider, but not be limited to, appropriate setbacks, landscaping, screening techniques, street furniture, and other amenities.

7

GOAL

TO PROTECT VIABLE, PRIME AGRICULTURAL LANDS OUTSIDE OF THOSE AREAS DESIGNATED FOR FUTURE DEVELOPMENT BY THE CITY FROM CONVERSION AND ENCROACHMENT OF NON-AGRICULTURAL USES.

7.1

OBJECTIVE

Preserve, as viable, prime agricultural land, the portions of the Planning Area which are not designated for future urban growth and/or public quasi-public uses.

7.1.1

POLICIES

The city shall make every effort to preserve, enhance, and expand viable agricultural land uses on farmland designated as prime, through application of "agricultural" land-use designations.

7.1.2

The city shall encourage agriculture as an industry by preserving agriculturally sized lots, and by helping to provide a market for agricultural products.

7.1.2.1

PROGRAMS

For each new annexation and/or development proposal on unincorporated land, the city shall prezone the subject property consistent with the Land Use Plan designation.

7.1.2.2

The land-use designation for the area northeast of the proposed First Street bypass shall be Agricultural.

7.1.3

POLICY

The city shall require that buffer areas be provided as part of new, non-agricultural development proposals which are located adjacent to agricultural land uses on viable farmlands designated as prime. These buffer areas shall be of sufficient size to protect agriculture from incompatible developments, and to mitigate against the effects of agricultural operations on adjacent land uses, and shall be credited as open space.

7.1.3.1

PROGRAM

The city shall revise the zoning ordinance to incorporate appropriate requirements for buffer zones between existing agricultural lands and new developments.

PUBLIC SERVICES AND FACILITIES

City Government Facilities

8

GOAL

TO PLAN AND PROVIDE FOR ADEQUATE AND EFFICIENT GOVERNMENT OFFICES AND COMMUNITY FACILITIES TO ACCOMMODATE THE EXISTING AND FUTURE NEEDS OF THE CITY.

8.1

OBJECTIVE

Develop a master plan for the expansion of the City Hall/Library.

8.1.1

POLICY

It shall be a high priority of the city to develop a site-specific plan and detailed drawings in order to implement the City Hall/Library expansion.

8.1.1.1

PROGRAMS

The city shall identify and pursue a financing program for the completion of the City Hall/Library expansion.

8.1.1.2

Implementation of the City Hall/Library expansion shall ensure the following:

- * Design, construction, and maintenance of the City Hall/Library expansion area in a manner and style consistent with the existing facilities,

with preservation of its park-like setting and provisions for open space.

- * Adequate public and employee parking.

Police and Fire Protection Services

9 GOAL

TO SUPPORT THE PROVISION OF POLICE AND FIRE PROTECTION SERVICES AT LEVELS ADEQUATE FOR THE PROTECTION OF LIFE AND PROPERTY.

9.1 OBJECTIVE

Support measures to improve and enhance the capability of the Police Department.

9.1.1 POLICY

The city shall make it a priority to promote, plan, and implement the construction of a new police station and related facilities located adjacent to City Hall.

9.1.1.1 PROGRAMS

Identify and pursue a financing program for the completion of the new police station.

9.1.1.2 Monies generated through police protection impact mitigation fees from new development should be designated for the design and construction of the new police station.

9.1.1.3 Develop a building security ordinance which specifies crime prevention measures to be incorporated into building design.

9.1.2 POLICY

The city shall provide funds, personnel, facilities, equipment, and training to the Police Department at a level necessary to maintain its efficient functioning.

9.1.2.1 PROGRAM

During annual budget review, assess the present and future requirements of the Police Department and allocate a budget commensurate with the city's needs.

9.1.3 POLICY

The city shall promote efforts to reduce crime through greater application of neighborhood, commercial, and industrial crime prevention techniques.

9.1.3.1 PROGRAM

The city should, through the Police Department, conduct residential, commercial, and industrial security surveys and public awareness programs.

- 9.1.4 POLICY
The city shall require that all new development proposals and/or changes in land use be referred to the Police Department for law-enforcement evaluation.
- 9.1.4.1 PROGRAM
As a part of standard permit processing, refer proposals to the Police Chief for review and comment prior to preparation of city staff planning reports.
- 9.2 OBJECTIVE
Support measures to improve and enhance the capability of the Fire Department.
- 9.2.1 POLICY
The city shall provide funds, personnel, facilities, equipment, and training to the Fire Department at a level necessary to maintain its efficient functioning.
- 9.2.1.1 PROGRAMS
During annual budget review, assess the present and future requirements of the Fire Department and allocate a budget commensurate with the city's needs.
- 9.2.1.2
The city shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.
- 9.2.1.3
Maintain the existing mutual aid agreement with County Service Area #61 and the California Division of Forestry.
- 9.2.2 POLICY
The city shall require that all new development proposals and/or changes in land use be referred to the Fire Department for evaluation of fire safety standards.
- 9.2.2.1 PROGRAM
As a part of standard permit processing, refer proposals to the Fire Chief for review and comment prior to preparation of city staff planning reports.

Public Services and Utilities

- 10 GOAL
TO ENSURE THE ADEQUATE PROVISION OF PUBLIC SERVICES AND AN EFFICIENT SYSTEM OF PUBLIC UTILITIES.
- 10.1 OBJECTIVE
Promote adequate water service for residents of the Planning Area.

- 10.1.1 POLICY
The city shall cooperate with the water purveyors that serve the Planning Area and with owners of private wells to promote adequate water supply, service, infrastructure improvements, and sound resource management.
- 10.1.1.1 POLICY
The city shall develop long-range water conservation goals and methods, to be written in such a form that they can be readily incorporated in a water conservation ordinance. This ordinance need only be fully developed and implemented by the City Council in the event that water supply problems occur.
- 10.2 OBJECTIVE
Provide for adequate levels of wastewater treatment.
- 10.2.1 POLICY
The city shall expand its sewage treatment facilities and/or upgrade its infrastructure based on anticipated growth of residential, commercial, and industrial land uses within the city.
- 10.2.1.1 PROGRAMS
City staff shall prepare an annual report detailing the condition of the city's sewage treatment facilities, including remaining capacity at the treatment plant, condition of infrastructure, and specific problem areas. The report shall also identify needed improvements and recommend methods of implementation.
- 10.2.1.2 The city shall continue to require, as per city ordinance, sewer system impact mitigation fees from new annexations, subdivisions, residential, commercial, and industrial developments.
- 10.3 OBJECTIVE
Provide for adequate surface drainage throughout the city.
- 10.3.1 POLICY
Reduce the potential for flooding within the city by developing and implementing a comprehensive storm drainage system.
- 10.3.1.1 PROGRAMS
Update the city's Master Drainage Plan as new development dictates the need for additional infrastructure and improvements.
- 10.3.1.2 Existing surface drainage problems shall be identified. Necessary improvements should be prioritized and included as part of the city's capital improvements program.

- 10.3.1.3 As per city ordinance, the city shall continue to require payment of storm drainage impact mitigation fees from new residential, commercial, and industrial developments.
- 10.4 OBJECTIVE
Reduce the risk from flooding to an acceptable level by regulating development in flood prone areas.
- 10.4.1 POLICY
Proposed development in flood-prone areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.
- 10.4.1.1 PROGRAM
Require environmental review of any proposed use or new development within or adjacent to the identified 100-year flood plain that is not found to be exempt from California Environmental Quality Act requirements, so that potential impacts can be identified and mitigated.
- 10.4.2 POLICY
Development of new, or expansion of existing, flood control facilities to protect individual properties, including filling, grading, and construction shall be permitted only when it can be determined that such measures do not substantially increase the flood or erosion hazards on other properties.
- 10.4.2.1 PROGRAM
The city shall require a geotechnical or hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified flood plain.
- 10.5 OBJECTIVE
Promote the orderly disposal of solid wastes in a manner which will protect the environment and ensure the continued health and safety of Planning Area residents.
- 10.5.1 POLICIES
The city shall support the Solid Waste Management Plan for the Jolon Road Sanitary Landfill.
- 10.5.2 The city shall encourage public and private recycling programs in order to conserve energy and natural resources.
- 10.5.2.1 PROGRAM
City staff shall make recycling program recommendations to the City Council.
- 10.6 OBJECTIVE
Provide for adequate and safe public utilities.

- 10.6.1 POLICY
The city shall designate areas for utility sites and access corridors.
- 10.6.1.1 PROGRAMS
Amend the zoning ordinance to designate properties owned by public utilities for public and quasi-public use.
- 10.6.1.2 Condition development to provide utility sites and access corridors.
- 10.7 OBJECTIVE
Promote aesthetic placement of utility lines and installations.
- 10.7.1 POLICY
The city shall encourage the placement of existing power transmission lines, power distribution lines, and communications lines underground.
- 10.7.1.1 PROGRAM
Investigate the potential for the formation of utility assessment districts, or a municipal facilities district, to place existing overhead lines underground.
- 10.7.2 POLICIES
The city shall continue to require the extension of new power transmission lines, power distribution lines, and communication lines to be placed underground.
- 10.7.3 All utility installations shall be sited, designed, developed, and landscaped so as to blend with the natural scenery of the area and conform with the goals, objectives, and policies of the General Plan.
- 10.7.3.1 PROGRAM
Proposals for utility installations shall be reviewed by city staff and forwarded to an architectural committee, if deemed necessary, for review and approval.

Educational Facilities

- 11 GOAL
TO PROVIDE A BROAD RANGE OF EDUCATIONAL OPPORTUNITIES FOR RESIDENTS OF THE PLANNING AREA, IN AN ENVIRONMENT WHICH ADDRESSES THE SAFETY OF SCHOOL CHILDREN AND ASSURES COMPATIBILITY BETWEEN SCHOOL CAMPUSES AND OTHER LAND USES.
- 11.1 OBJECTIVE
Encourage communication and cooperation between the city and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for the Planning Area's anticipated growth.

- 11.1.1 POLICY
As part of the environmental review process, the city shall evaluate new residential developments for their potential impact upon current enrollment conditions of the school system.
- 11.1.1.1 PROGRAM
As per city ordinance, the city shall continue to require land dedication and/or facilities from new residential developments to mitigate the impact on affected school districts. In addition to, or instead of land dedication and/or facilities, school in-lieu fees may be assessed by the school district to reduce the impact upon current enrollment.
- 11.1.2 POLICY
The city shall coordinate with private school facilities and public school districts in the implementation of campus plans.
- 11.1.2.1 PROGRAM
Through the development review process, the city shall coordinate with the school districts in campus plan implementation by providing city staff assistance as necessary and appropriate.
- 11.1.3 POLICY
The city shall encourage school administrations to enable non-school-hour use of their facilities by the public.
- 11.1.3.1 PROGRAMS
The City Council should establish a cooperative program between the school districts and the city. Special emphasis should be given to a cooperative effort to provide for the recreational needs of the city's residents.
- 11.1.3.2
As a joint planning effort between the King City Recreation Department and the local school districts, prepare a master park and recreation plan for the city.
- 11.1.4 POLICIES
The city shall ensure that school children are provided safe pedestrian and bicycle travelways to and from school.
- 11.1.5
The city shall require off-street loading/unloading zones for pick-up/delivery of school children.
- 11.1.5.1 PROGRAM
The city shall require sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements.

- 11.1.6 POLICY
The city shall support traffic speed controls and their enforcement during school hours and along children's travelways.
- 11.1.6.1 PROGRAM
Post appropriate speed limits for school hours and post school crossing signs.
- 11.1.7 POLICY
The City shall require that any development under construction near or adjacent to school children's travelways include special safety measures, such as fenced enclosures, construction traffic controls, and off-site improvements needed to mitigate hazardous conditions.
- 11.1.7.1 PROGRAMS
School safety measures shall be added as a standard permit condition for new construction near or adjacent to school children's travelways.
- 11.1.7.2
In order to avoid affecting school children's travelways, the city shall require that development contribute to the cost of off-site improvements needed to mitigate potentially hazardous conditions resulting from those developments.
- 11.1.8 POLICY
The city shall encourage the siting and development of educational facilities at locations which will result in minimum conflict with surrounding land uses.
- 11.1.8.1 PROGRAM
During city processing of any land-use change, rezoning, or development proposal for an education facility, the city shall assess the identified location for conflicts with surrounding land uses and identify appropriate mitigations.
- 11.1.9 POLICIES
The city shall coordinate with appropriate school or college districts in planning future land uses adjoining school or college sites. The city shall prohibit new land uses whose impacts on existing schools or designated future school sites cannot be adequately mitigated.
- 11.1.10 The city shall encourage cooperative ventures between the school districts and developers to mitigate conflicts between land uses.
- 11.1.10.1 PROGRAM
Submit any General Plan amendments, rezonings, or project development proposals for properties adjacent to existing or future school sites to the appropriate

school district for review and comment prior to preparation of city staff reports.

Health and Medical Facilities

12 GOAL
TO IMPROVE THE AVAILABILITY AND ACCESSIBILITY OF HEALTH AND MEDICAL SERVICES TO ALL RESIDENTS OF THE PLANNING AREA.

12.1 OBJECTIVE
Increase the availability of health and medical services as necessary to meet the needs of the Planning Area residents.

12.1.1 POLICY
The city shall encourage new public and private health-care providers to locate their services in the city, and existing facilities to expand and modernize their services consistent with the needs of area residents.

12.1.1.1 PROGRAM
The City Council should direct the City Manager to encourage health-care providers to expand or locate in the city consistent with the resident demand.

Public Library

13 GOAL
TO INCREASE EDUCATIONAL, INFORMATIONAL, AND LEISURE OPPORTUNITIES IN THE PLANNING AREA BY PROVIDING ADEQUATE LIBRARY FACILITIES AND SERVICES.

13.1 OBJECTIVE
Expand the public library facilities to adequately meet the existing and future needs of the residents of the Planning Area.

13.1.1 POLICY
It shall be a high priority of the city to develop a Master Plan for the expansion of the public library (in conjunction with the expansion of the City Hall), including a site-specific plan and detailed drawings.

13.1.1.1 PROGRAMS
The city shall identify and pursue a financing program for the completion of the public library (and City Hall) expansion.

13.1.1.2 As per city ordinance, the city shall continue to require payment of library impact mitigation fees from all new residential, commercial, and industrial developments. Monies collected should be prioritized for use in the design and construction of the new library facility.

13.1.1.3 The Library Board shall provide their direct input into the design of the new library through recommendations regarding needed services and facilities.

- 13.1.1.4 Implementation of the public library expansion shall ensure the following:
- * Adequate public and employee parking;
 - * Adequate access to library facilities and restrooms by handicapped persons; and
 - * Adequate area for the children's reading section.

- 13.1.2 POLICY
Further expand library facilities and services as needed to adequately accommodate new growth and demand within the city.

Parks and Recreation

- 14 GOAL
TO PROVIDE ADEQUATE PARK AND RECREATIONAL FACILITIES TO SERVE THE RECREATIONAL NEEDS OF THE CITY.

- 14.1 OBJECTIVE
Continue to develop and adequately maintain a coordinated system of parks and recreational facilities within the city.

- 14.1.1 POLICY
The city shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.

- 14.1.1.1 PROGRAMS
Coordinate park development with population increases and areas of significant new growth within the city.

- 14.1.1.2 Provide additional staff as necessary to work with the Parks and Recreation Department to develop and maintain park and recreation facilities.

- 14.1.2 POLICY
The city shall provide a level of funding to maintain and enhance the best park system the city can afford.

- 14.1.2.1 PROGRAMS
As per city ordinance, the city shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should re-evaluate the ordinance to require fees from new development proposals for park and recreational facilities.

- 14.1.2.2 The city shall solicit state open-space, park and recreation, and access grants to acquire park land and/or to expand and develop the city's existing park facilities.

- 14.1.2.3 Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisition, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation Director should solicit volunteer efforts and private financial resources.
- 14.1.2.4 Expand the city's capital improvements program to include a park and recreation section. Improvements should be prioritized by immediate need and demand.
- 14.1.3 POLICY
The city shall encourage schools to make recreational areas and facilities available for use during non-school hours.
- 14.1.3.1 PROGRAM
The city shall coordinate with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the public as part of the city's park and recreation system.
- 14.1.4 POLICY
Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.
- 14.1.4.1 PROGRAMS
Locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.
- 14.1.4.2 Wind breaks shall be considered for new park and recreation projects in areas determined to be susceptible to prevailing wind. Design and siting of wind-breaks shall be reviewed and approved during the development review process.

LAND USE DESIGNATIONS

All proposed land-use designations are indicated by one of six basic classifications: residential, commercial, industrial, public/quasi-public, open space, or agricultural. These basic designations are discussed in the following paragraphs. All references to development densities are expressed in gross acres, meaning that they will be applied to the total area of each parcel of land. These densities will be allowed only where there is provision for an adequate level of public services and where plan policy requirements and criteria can be satisfied.

The Land Use Plan is purposely general in nature. As a result, the exact location and extent of designated land uses is not provided, even though an effort has been made to be as precise as possible in delineating them. Any interpretation of the land-use map must bear in mind that the boundaries between land uses shown may not be exact. The Land Use Plan map is attached at the end of this document in a map pocket.

Residential

This category designates areas for the development of housing at various densities. Four subcategories of residential land uses are identified in the Land Use Plan, each with its respective allowable density of units per acre.

Proposed Land Use Designation and Density

<u>Residential Category</u>	<u>Allowable Density</u>
Low Density	0-6 dwelling units/acre
Medium Density	7-14 dwelling units/acre
High Density	15-22 dwelling units/acre
Residential Reserve	12 units/acre (average density)

Proposed Zoning District and Maximum Density

R-1	7.2 du/acre
R-2	14.0 du/acre
R-3	22.0 du/acre
*R-4	34.8 du/acre

*Those existing high-density zoning districts will be allowed to remain as R-4, where the maximum density is 34.8 du/acre. However, new high-density developments over 22.0 du/acre proposed on these parcels will be required to obtain a conditional use permit and obtain architectural review committee approval. After the date of adoption of the Land Use and Circulation Element, no other properties shall be zoned for R-4.

Residential Reserve. Areas proposed for residential reserve can be considered land designated for long-term growth of the city. In planning for such future residential expansion, there is an inherent difficulty when considering placement of a strict land-use intensity on these various areas. In effect, such designation would commit portions of land whose proper use, in the future, may not be appropriate for the given intensity. Therefore, portions of the Planning Area designated as Residential Reserve have been given an average density

of 12 dwelling units per acre in an effort to provide flexibility in the future planning efforts of the city.

If the holding capacity is determined based on average density of the nearly 400 acres of residential reserve area designated in the Planning Area, the potential population increase would be on the order of 14,000 persons. This population, determined for the residential reserve areas, would be in addition to the population of 11,000-16,000 projected for the Planning Area. Of course, this magnitude of growth will not realistically occur within the 20-year scope of this land-use element, and it should be noted that the residential reserve areas would not be considered for annexation or development until the present residential city resources approach the point of saturation.

Planned Development

The Planned Development designation is given for those areas where some form of special treatment is required to allow future development. Approval by the city of a general development plan and a specific plan shall be required prior to development of land so designated.

Although uses in the Planned Development category will be primarily residential, additional uses (subject to obtaining use permits) may include commercial, industrial, agricultural, public/quasi-public, and public utility uses. However, for present planning purposes regarding calculations of holding capacity, etc., an average residential density figure of 15 units per acre has been used for areas designated Planned Development.

Commercial

Commercial land uses are subdivided into five categories: general commercial, retail commercial, neighborhood commercial, highway commercial, and freeway commercial. Descriptions of and building intensity for these categories is as follows:

General Commercial. This category is principally for the heavier type of commercial and semi-industrial uses which are more appropriately located away from the retail business district. Examples of potential uses are wholesale stores, storage facilities, warehouses, light manufacturing, printing plants, building material stores, research and development plants, electronic plants, and automobile, truck, trailer and boat rentals and service. Building lot coverage is a maximum of 100 percent minus required parking, setbacks, and landscaping area.

Retail Commercial. This category is primarily for retail stores and shops, but also includes professional and administrative offices. Building lot coverage is a maximum of 100 percent less the area for required parking, setbacks, and landscaping.

Neighborhood Commercial. This category is specifically designated to provide centers for convenient shopping in residential neighborhoods. Typically, the majority of retail, service, and professional office uses would be viable and allowable within this designation. Maximum site coverage is 100 percent, less the required parking, setbacks, and landscaping area.

Highway Commercial. This particular category provides a designation for vehicular-oriented uses along major thoroughfares in the city. Examples of uses in this category would include general and professional offices, hotels, motels, gasoline and service stations, restaurants, and food, liquor, clothing, and furniture stores. Maximum building site coverage is 50 percent.

Freeway Commercial. This category provides a designation for mainly tourist and freeway traffic services. The designation calls for only those uses which offer services to the traveling public, while providing for aesthetic development and landscaping improvements that will enhance the beauty of the entrances into the city. Typical uses include gas stations, hotels, motels, restaurants, and cocktail lounges. The maximum lot coverage in this category is 30 percent.

Industrial

The purpose of the industrial designation is to provide area for those industrial uses which, because of their operations, may not be compatible with most land-use categories, such as residential and commercial. Because of their potential to create traffic impacts, undesirable noise, odor, vibration, glare, and/or heat, land uses in this category may require special mitigation measures, such as buffering and/or screening from adjacent land uses.

The majority of the industrial land uses in the City are currently agricultural related. This pattern is likely to continue, although a variety of industries could potentially develop. Allowable lot coverage is 100 percent minus the area required for parking and landscaping.

Public/Quasi-Public

This category includes both public and private educational facilities, emergency services, health-care facilities, religious facilities, governmental buildings, and cultural facilities.

Open Space

This category is intended to designate areas for the conservation of the community's natural or scenic resources. Appropriate open space areas include natural areas, wetlands and open water, and designated park areas.

Agricultural

This category designates areas of prime agricultural land which are to be protected from encroachment of urban land uses and preserved for their value as viable farmlands.

CIRCULATION ELEMENT

I. INTRODUCTION

The growth of a city is influenced by the support facilities necessary to serve additional development. One of the most critical of these facilities is a transportation system that is capable of serving the needs of the city's land uses. The continued growth of King City is, therefore, dependent on the ability of its transportation system to service the future growth and land uses identified in the Land Use Element. Because of the critical relationship between land use and transportation, this Circulation Element uses the future growth and development identified in the Land Use Element as the basis for identifying future transportation needs and the necessary improvements to meet those needs. Additionally, the city has recently adopted stringent new city street standards to assure that streets meet the city's future needs.

The major transportation facilities providing access to King City have long been major assets for the city's economic growth. A major state highway, a major railroad line, a public airport, and an internal grid of city streets provides an unusually high degree of access for a small city and will continue to influence the city's future. The following sections describe the city's existing transportation systems and how they function in relation to existing and future needs. The policies and improvements contained in the final section, the Circulation Plan, provide a coordinated planning effort for the city's future land uses and their transportation needs.

II. ROAD AND HIGHWAY TRANSPORTATION

The system of streets, roads, and highways within and leading to King City provides indispensable transportation service for all land uses in the city. As future development occurs, an even higher reliance on this transportation system will require significant improvements that must be coordinated with that development. The following description of the existing road and highway system provides a basis for identifying future improvements.

Road and Highway Categories

There are primarily two systems for classifying roads and highways. The functional classification refers to the type of service a road or highway provides and includes measurements of its use and performance. Jurisdictional classification is the second category, and it refers to the level of government which has control of and maintenance responsibility for the road or highway. This classification also determines sources of available funding.

Functional Classification. The categories for functional classification used in this section are listed and described in Table 1. These categories are applied to the Planning Area's major roadways, which are shown in Figure 1.

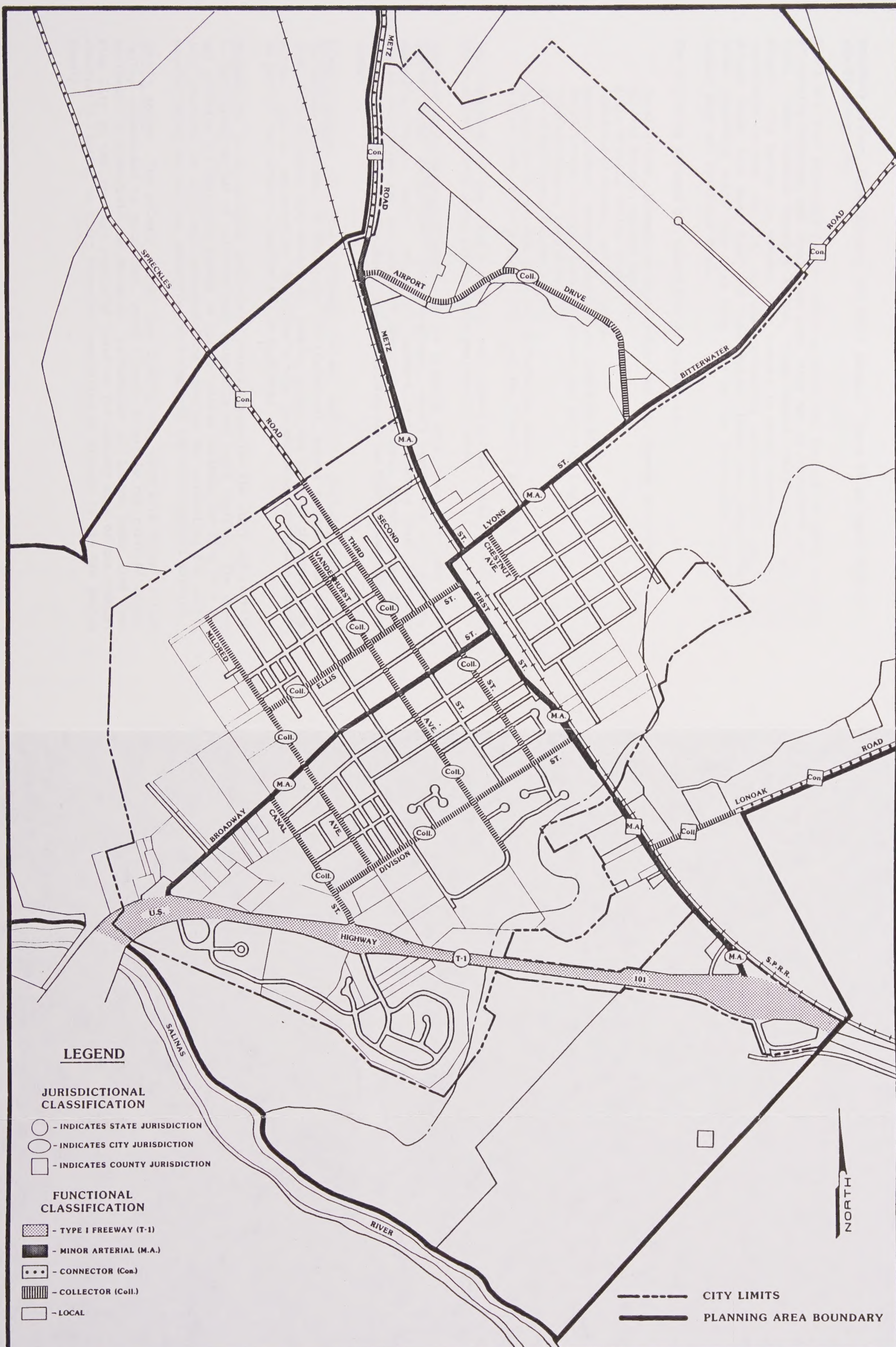
In the Planning Area, Highway 101 is classified as a Type I Freeway. It traverses the southern portion of the city and has three interchanges providing access to the city and local roads. The interchanges are located at

TABLE 1

Roadway Functional Descriptions

<u>Category</u>	<u>Function</u>	<u>Characteristics</u>
Type I Freeway	Serves longest trips with highest mobility.	Connects states, regions, and metropolitan areas.
Principal Arterial	Greatest portion of through travel use.	Includes all higher-volume streets except those serving short trips.
Minor Arterial	Serves local and long-distance trips with moderate mobility and considerable land access.	Connects less concentrated traffic-generating areas such as schools, neighborhoods, and shopping areas.
Connector (Only within the county)	Provides link between adjacent incorporated and unincorporated jurisdictions.	Collects traffic from neighborhoods and rural areas.
Collector	Serves mixed trips and provides service to abutting land.	Collects traffic from local streets.
Local	All traffic originates from or is destined for abutting lands.	All other rural and local access routes.

Source: Manual of Traffic Engineering Studies, 1976;
EMC Planning Group Inc., 1987.



Broadway Street, Canal Street, and First Street. There is no other highway in the Planning Area.

There are four arterials in the Planning Area and, because of their function of serving adjacent and local land uses, they may be considered minor arterials. They include Broadway Street, First Street, Metz Street, and Lyons Street. The latter two streets also connect to county roads, which serve as connectors between the city and the surrounding unincorporated areas. Metz Street leads into Metz Road and Lyons Street leads into Bitterwater Road. Other connector roads that link King City to the surrounding area include Lonoak Road and Spreckels Road.

The following streets are classified as collectors:

- Canal Street, between Broadway Street and the freeway interchange;
- Mildred Avenue, entire length;
- Ellis Street, entire length;
- Vanderhurst Avenue, entire length;
- Second Street, between Broadway and Division Streets;
- Third Street, between Broadway Street and the city limit;
- Chestnut Avenue, entire length;
- Division Street, entire length;
- Airport Drive, between Metz and Bitterwater Roads;
- Lonoak Road, between First Street and the Planning Boundary.

The remainder of the city's streets are classified as local and primarily serve abutting land uses, particularly residential uses.

Jurisdictional Classifications. In the Planning Area, there are three basic jurisdictional categories: state highways, county roads, and city streets, excluding private roads. Since the roadways represented in these jurisdictional categories are not entirely homogeneous in their importance or function, they require further description according to the type of function they serve.

State Highway. The state highway system, under the jurisdiction of the California Department of Transportation (Caltrans), serves a vital transportation role, allowing easy access for people, goods, and services throughout the state. Just as important is the system's role in providing interstate access as part of the nation's complex web of highways.

Highway 101 is the primary north-south coastal route for the state and carries a significant amount of interregional automobile and truck traffic. The freeway provides a significant amount of travel-related business for King City and also provides an excellent transportation corridor for connecting the city's manufacturing and service industries with regional and interregional markets.

County Roads. The primary county road linking King City with other Salinas Valley communities is Metz Road, which closely parallels the railroad tracks northward to Greenfield and Soledad. Bitterwater and Lonoak Roads lead from King City to the sparsely populated areas on the eastern edge of the county, eventually leading to their namesake communities on Highway 25, in San Benito County.

There are also two county roads on the west side of Highway 101 that do not link directly with city streets but meet the freeway just west of the city limits. One of the roads, Pine Canyon Road, serves a mixed rural residential and agricultural canyon area west of the city. The other is Jolon Road, an important connector to the south, providing a link to the communities of Jolon, Lockwood, Fort Hunter Liggett, and eventually to San Antonio Lake and Nacimiento Lakes.

City Streets. King City currently maintains approximately 22.9 miles of roadway within the city limits. These streets include arterials, collectors, and local streets. Virtually all streets within the city are owned as well as maintained by the city and, with one small exception, have good, paved surface conditions for city traffic. The city has only one street, Railroad Avenue, that is not paved. This .3-mile stretch of dirt roadway is adjacent to the undeveloped agricultural area on the east side of the railroad tracks. The stretch is rarely used except for agricultural purposes, but development of the area would eventually require construction of paved roadways.

Use of Road and Highway Systems

This section details the level of use of the existing circulation system. Use is identified by average daily traffic (ADT) counts which have been recorded by Caltrans and the King City Public Works Department. These traffic counts may be compared with the figures in Table 2, which show the normal range of traffic capacity on major streets in terms of ADT.

TABLE 2

Capacity of Two-Way Major Streets in Terms of ADT

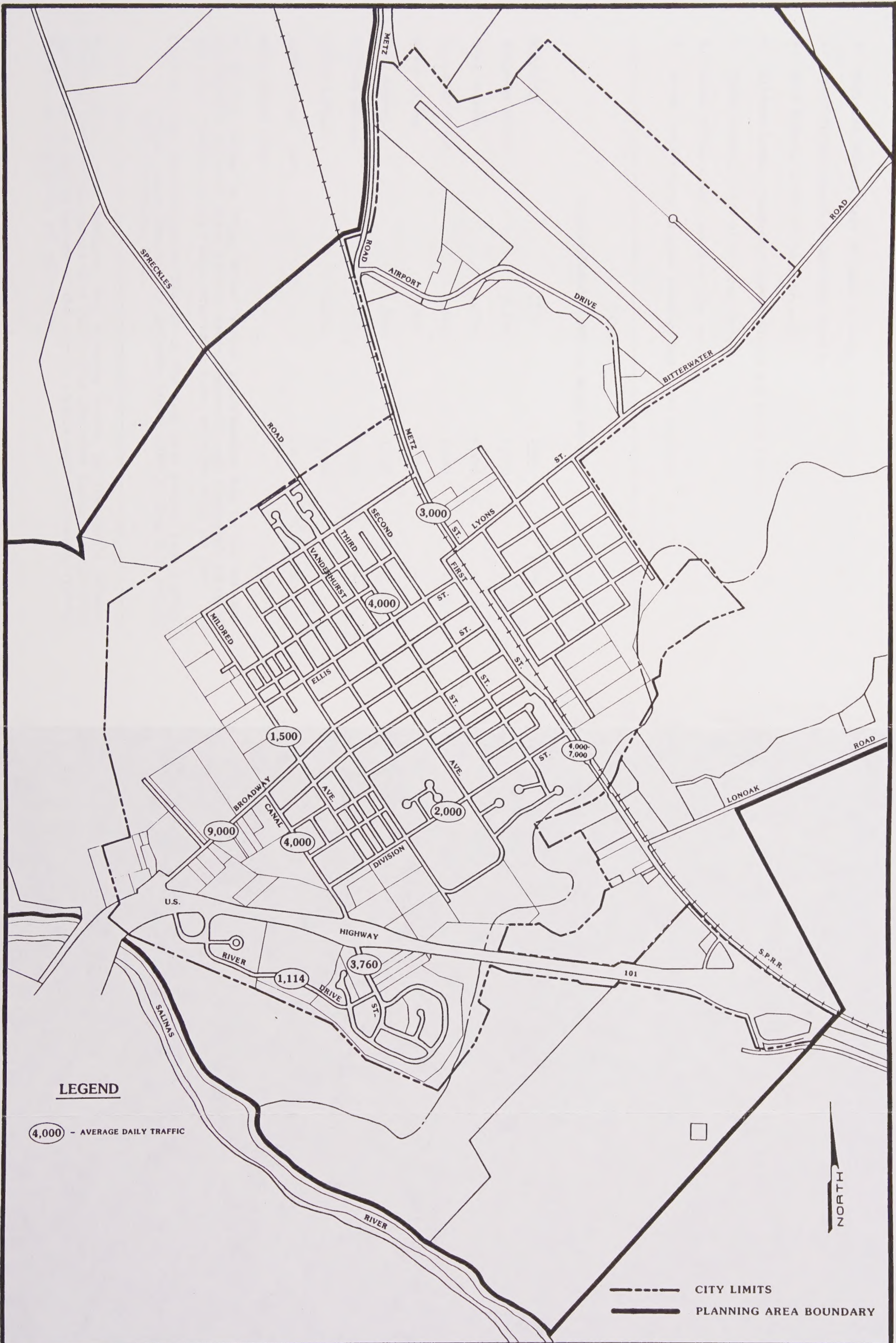
<u>Number of Traffic Lanes</u>	<u>ADT</u>
2	10,000 - 12,000
4	21,000 - 27,000
6	36,000 - 40,000

Source: Caltrans, Highway Capacity Manual, 1965

Figure 2 indicates the most recent average daily traffic counts for Highway 101 and the major streets and roads in the Planning Area. A comparison of traffic volumes for major streets in King City, between the 1972 traffic volumes identified for the 1973 Circulation Element and the most recent comprehensive traffic analysis in 1984, reveals that there have been significant increases in traffic on most of the city's major streets during this 12-year span, while other traffic counts have actually been reduced.

Table 3 illustrates these comparisons for the following major traffic corridors:

1. Broadway Street, between Highway 101 and Canal Street;
2. Canal Street, between Division Street and Broadway Street;



3. Division Street, east of Canal Street;
4. First Street, south of Broadway Street;
5. Metz Street, north of Lyons Street;
6. Mildred Avenue, between Broadway Street and Ellis Street;
7. Third Street, north of Broadway Street.
8. Canal Street (new), south of the freeway.
9. River Drive (new), between Broadway and Canal Streets.

TABLE 3

Traffic Counts (ADT) on Major Streets

<u>Location</u>	<u>1972</u>	<u>1984</u>	<u>1986</u>
Broadway Street	5,390	9,000	-
Canal Street	1,370	4,000	-
Division Street	2,640	2,000	-
First Street	7,000	4,000 **	-
Metz Street	1,860	3,000	-
Mildred Avenue	1,050	1,500	-
Third Street	3,600	4,000	-
Canal Street (new)	-	-	3,760
River Drive (new)	-	-	1,114

** Traffic volume on First Street varies significantly due to the seasonal fluctuation of truck trips serving heavy commercial and industrial areas of the city. Traffic volume ranges from about 4,000 to 7,000 trips per day.

Sources: Land Use/Circulation Element of the King City General Plan (1973); AMSTAR Annexation Traffic Analysis Report (1984); King City Public Works Department, 1986.

These traffic counts indicate that Broadway Street is the city's primary arterial, with traffic counts more than double any other street. Intensified development on the perimeters of the city is significantly increasing traffic flows on major arteries and collectors.

Performance of Road and Highway Systems

Primary arterials and collectors in the city generally provide adequate service for current traffic loads at the city's basic speed limit of 25 miles per hour. Most intersections have two- or four-way stop signs to regulate traffic at four-way intersections. There are currently no traffic signals in the city. With the exception of Broadway Street, the stop signs are adequate for regulating intersection traffic flow at current demand levels. Broadway Street has the highest traffic volumes in the city and two of its intersections either exceed or are close to exceeding the traffic levels warranting traffic signals. These intersections are Broadway and Third Streets, and Broadway and Canal Streets.

One measure of roadway performance is the number of accidents that occur at an intersection or on a segment of roadway. Traffic safety data indicates that the greatest number of accidents occur on Broadway Street, between Canal and First Streets, and on Third Street, between King and Ellis Streets. The number of accidents counted at these locations is lower than that required for remedial action.

Future Needs

The city's recent annexation of about 250 acres of land along its northern and eastern boundaries (the AMSTAR Properties), along with existing large vacant areas east of the railroad tracks and near the airport, indicates significant potential for additional growth and traffic generation within the city's existing boundaries. The Existing Land Use map (Figure 3 of the Land Use Element) indicates the vacant land in these areas while the Land Use Plan map identifies the planned uses.

Development of the AMSTAR area would yield approximately 84 acres of residential development, 2.5 acres of commercial development, and 134 acres of industrial development. This combined development could generate about 18,800 trips per day for the city's roadways, which would be distributed onto a planned arterial loop along the edge of the area, as well as onto the existing city grid. The traffic analysis performed for the annexation indicated that the planned arterial would divert a significant amount of existing traffic from major north-south streets, particularly Broadway Street. Construction of the arterial would therefore substantially reduce the future traffic impacts of the development.

The remaining vacant lands within the current city limits have the potential at build-out to yield about 60 new housing units, 25 acres of new commercial development, and 60 acres of new industrial development. This combined development could generate about 25,000 additional trips per day for the city's roadway system. Again, construction of the planned arterials and other circulation improvements would be instrumental in accommodating this additional traffic generation.

Primary needs for future development are new arterial streets along the outer boundaries of the city's growth areas, eventually providing a continuous beltway from the Broadway Street/Highway 101 interchange to the First Street/Highway 101 interchange. Interior circulation systems for the additional developments would also be needed. As traffic increases on the city's existing system, secondary needs would focus on intersection improvements, such as

turning channels and traffic signals. More detailed descriptions of planned improvements and guidelines for improvements are contained in the latter section of this element.

Future annexation areas identified in the Land Use Plan map would provide tremendous additional growth potential for the city and would have similar potential for traffic impacts. Almost 400 acres of land within the Planning Area and outside the city limits has been designated as Residential Reserve. Although an average residential density of 13 units per acre has been given for these areas, too little is known about the exact location of the different intensities of land uses in these areas to identify future traffic needs or improvements. It is anticipated that the demands and necessary improvements for these new annexation areas would be analyzed and identified in subsequent environmental and staff studies for the formal annexations.

Road and Highway Financing

The financing of roads and highways in the Planning Area is dependent on a number of revenue sources at federal, state, and local levels. These revenue sources are identified and described in Table 4. Funds are distributed primarily by jurisdiction.

Financing for maintaining and improving the circulation system is in a high state of uncertainty, due primarily to decreasing funding. State and federal revenues are typically earmarked for particular activities and precluded from use on other activities. Thus, revenues cannot always be spent the way various jurisdictions might choose. This results in certain inequities and inefficiencies. Further inequities result from geographical criteria by which the funds are disbursed from the various funding programs.

Because of financing limitations, local jurisdictions are increasingly requiring developers to contribute some, or all, of the roadway improvements necessary to serve future development. These contributions can take the form of land for right-of-ways, actual construction of roadway segments, or payment of fees. Formulas for equitable cost sharing provide a means for determining the amounts to be contributed by new development and the city.

Scenic Highways and Routes

The implementation of scenic guidelines for certain roads and highways within a jurisdiction has a number of benefits for motorists as well as the local community. The intent of a Scenic Route Element is to provide for the preservation of scenic routes for the enjoyment of the general public and to provide safe, efficient, and economical transportation of people and goods. Further, it is intended to eliminate unsightly conditions which may impair safe driving and may be unduly distracting to highway users. It strives to create a favorable public image that will encourage economic development and tourism within the city and surrounding area, thereby protecting property values in areas through which the roadway passes. This is designed to spur community pride and contribute to the well-being and enjoyment of the city's residents.

Description of Scenic Routes. For the purposes of scenic routes within the city, a route can be divided into two elements--the roadway right-of-way and the scenic corridor. The right-of-way includes the paved road and adjacent

TABLE 4

Federal and State Funding for Roads and Highways

<u>Jurisdiction</u>	<u>Fund</u>	<u>Source</u>	<u>Distribution</u>	<u>Stipulations on Use</u>
Federal	Federal Highway Trust Fund	\$.04/gallon Federal Gasoline tax, tire tax, automobile tax, diesel tax	Fund distributes tax back to states through 36 federal-aid programs, most with state or local match. California receives back about 75% of what it pays in.	Programs include highway construction, right-of-way acquisition, etc., but not highway maintenance or transit operations.
Federal	National Mass Transportation Act	Federal general funds, appropriated by Congress	Distributed by state and local agencies with matching funds: 80%-20% match for capital expenditures and 50%-50% match for operations/maintenance.	Section 3: Transit capital expenditures. Section 5: Transit operations/maintenance and smaller capital expenditures. May include bus purchases.
State	State Highways	Gasoline tax (\$.07/gallon)	State: 51.6%; cities: 20.8%; counties: 27.7%.	State portion for highways. Local portions for streets and roads.
		Use fuel tax (primarily \$.07/gallon on diesel fuel)	Remains with the state.	State highways.

TABLE 4

Federal and State Funding for Roads and Highways (Continued)

<u>Jurisdiction</u>	<u>Fund</u>	<u>Source</u>	<u>Distribution</u>	<u>Stipulations on Use</u>
State	Motor Vehicle Account	Drivers license fee, vehicle regis- tration fee, truck weight fee	Remains with the state.	State licens- ing, title, and enforce- ment cost. Surplus transferred to state highways account.
State	Department of Motor Vehicles	Vehicle license fee (in-lieu tax)	Cities: 50%; counties: 50%.	No restric- tions on use.
State	Transpor- tation Develop- ment Act	State sales tax (\$.0025 of every \$.06 sales tax goes to TDA)	Collected by state for each county. The Regional Trans- portation Planning Agency (RTPA) of that county dis- tributes funds to local applicants.	RTPA deter- mines amount of money for "reasonable" transit needs. Left- over money used for streets and roads.

Source: California Transportation Commission, 1978 Biennial Report on Transportation to California Legislature (Sacramento: November 1978).

lands required for roadway protection, storm drainage, public utilities, pedestrian travel, and roadside planting. Where appropriate, it could also include public roadside rests, and pedestrian and bicycle pathways.

Scenic corridors are areas that extend beyond the Scenic Route right-of-way, to which development controls should be applied for purposes of preserving and enhancing nearby views and/or maintaining unobstructed views along the scenic routes. The scenic corridor should also include utility easements as well as, in selected areas, roadside rests and pedestrian and bicycle pathways.

The Scenic Highways Element adopted by King City in 1973 recommended several roads and streets for inclusion in a Scenic Route System for the city and surrounding area. They are listed as follows:

1. Peripheral Road proposed northerly of the City from Broadway Street to Metz Road.
2. Bitterwater Road--the entire length.
3. Pine Canyon Road.
4. Metz Road throughout the Planning Area.
5. Jolon Road.

Most of these roads are within the county's jurisdiction, although the current planning area for King City contains the proposed Peripheral Road (now San Antonio Drive), a small portion of Metz Road (now Metz Street), and a small portion of Bitterwater Road (now Lyons Street). Monterey County's Scenic Highway Element, adopted in 1982, proposes only Bitterwater Road as a designated Scenic Route. The roadway has not yet been officially designated.

Proposed Scenic Routes. From a practical standpoint, scenic routes should only be selected for existing or proposed roadways where the surrounding lands are predominantly undeveloped and where there is potential for linking with other scenic routes. Implementing scenic development guidelines for the right-of-way as well as the scenic corridor is a much easier task if the development, or even the roadway, does not yet exist within these areas. It is also important that scenic routes and highways provide a continuous linkage, thereby preserving all of a route's visual integrity.

Both the planned First Street Bypass and San Antonio Drive satisfy these criteria and are therefore proposed as scenic routes within the city. The First Street Bypass would provide a link with Bitterwater Road, a county-proposed scenic route which, in turn, connects with Highway 25, a proposed scenic highway in San Benito County. San Antonio Drive could also connect with Bitterwater Road and, once it is extended to include the planned First Street Bypass, would provide a scenic beltway surrounding most of the city. The precise extent of the proposed scenic routes are identified in Figure 3 in the latter section of this element.

The establishment of these prominent roadways as scenic routes, particularly San Antonio Drive, can provide the direction and guidelines for new, visually appealing development within the city. The resulting visual resources along these streets are likely to become some of the community's more outstanding

assets and can provide a transition between urban and rural land uses. Specific policies and development guidelines for these proposed scenic routes are contained in the latter section of this document.

Parking

Major traffic problems can occur when there is insufficient parking for the level of commercial or other land-use activity. A vehicle trip may take longer as the operator tries to find a convenient place to park, and tie-ups may occur as a result of one vehicle holding up traffic waiting for another's space on a busy thoroughfare. The central business district in King City experiences these problems, since there is limited off-street parking in the downtown area.

To maximize the number of parked vehicles on the street, parking spaces in the city's downtown commercial area are aligned diagonally from the curb rather than the parallel parking on most residential streets. Vehicles may occasionally disrupt the traffic flow while vacating the space because they must back into oncoming traffic. Adding to the disruption is the problem of double-parked delivery vehicles. Most downtown stores do not have back streets or alleys, so deliveries must be made from the fronting street, which is also where customers must park. While the basic time limit for most downtown parking is two hours, the city has only a limited capability for enforcement--violations are typically checked only once a day.

On-street parking is also a problem in the industrial area on First Street. Large tractor-trailer rigs clog the traffic in this area as they attempt to either park or maneuver. The problem is most pronounced during the spring and summer packing season, when large numbers of trucks produce very congested conditions.

Public Transit Services

In King City there are basically two forms of public transportation services. King City Transportation provides a Dial-A-Ride service to residents, and Greyhound Lines, Inc. provides regional and interregional bus service.

The Dial-A-Ride system now handles an average of 45 calls a day, between 8:00 a.m. and 5:00 p.m. Transit support costs are financed from fares collected and from other agency subventions. The additional residential development provided for in the Land Use Element, particularly at the higher densities, will significantly increase future ridership and demands for this service.

Non-Motorized Transportation

Non-motorized transportation includes biking, equestrian, and pedestrian modes. The city currently has no special facilities for these modes except for sidewalks for pedestrian use. The city's current grid system of streets provides numerous, less-traveled routes for safe bicycling within the community, although future heavier traffic loads and congested intersections could reduce this level of safety.

Bikeways. Improved transit, increased vehicle occupancy, and improvement of bicycle facilities in King City are important strategies to reduce energy consumption, improve air quality, and provide safety for school children.

Current trends and conditions indicate a greater potential for bicycling as a viable transportation mode, particularly for intra-city trips. Various factors are contributing to this, such as King City's favorable climate, increasing energy and road construction costs, road and parking congestion, and increased use of bicycles for recreation (touring). Before the bicycle can function as a viable transportation mode, however, it must be treated as one. The goals and objectives of this element are intended for this purpose.

Equestrian and Hiking Trails. Horseback riding and hiking are common recreational activities in the rural areas surrounding King City, but generally not within the city limits. At present, there are no trails specifically signed and designated for equestrian use, nor have any been proposed in past plans. However, significant potential for riding and hiking trails exists along San Lorenzo Creek and the Salinas River. Within or at the edge of the planning area boundary are over seven miles of perennial and intermittent waterways that have tremendous untapped recreational potential.

Pedestrian Facilities. Pedestrian facilities consist primarily of sidewalks, paths and structures to separate pedestrian from vehicular traffic. Each jurisdiction has the authority to provide these facilities for its citizens. Provision of facilities for walking trips can assist in conserving energy and improving air quality and traffic congestion. Obviously, the pedestrian mode cannot replace lengthy trips, but a certain percentage of trips within urbanized areas are short-distance trips that could be made by walking.

It is a goal of local transportation planning and land-use planning to integrate pedestrian needs into transportation in a manner which will promote walking and increase safety.

III. RAILWAY

A major north-south railroad line, owned by Southern Pacific Transportation Company, follows Metz and First Streets through the city and offers regional and interregional freight rail service for the city. The Southern Pacific Railroad passenger depot is closed but freight rail service is still provided. Several freight trains and a passenger train use the line daily, but the only passenger stop in Monterey County is in Salinas. Southern Pacific operates a freight depot on First Street, where there are also side tracks (spurs) for loading and unloading rail cars.

Part of the city's future success in attracting major commercial and industrial users will be tied to adequate facilities for transporting freight. Concentration of industrial land uses can more efficiently provide necessary rail spurs as well as roadways that are adequate to handle large trucks. Buildout of the large industrially designated area bounded by Metz Street, Lyons Street, and the airport will likely require a rail link to the main line.

IV. AIRPORT

Location/Access

Mesa Del Rey Airport, owned by King City, is located on the north boundary of the city within the city limits. The airport is a general aviation facility with no commercial air service.

Surface access to the airport is via Airport Drive, connecting with Lyons Street. The distance from the central business district is one mile.

Facilities

The airfield system consists of one runway and associated taxiways. The runway is a Visual Flight Rules (VFR) runway with an asphalt wearing surface 100 feet wide by 4,487 feet in length. Terminal facilities are located on the southwest side of the airport. There are two T-hangars with a capacity for 18 aircraft and uncovered tie-downs for an additional 58 aircraft. An 80- by 100-foot service hangar serves as the principal facility of the airport operator. The structure contains offices and an area for aircraft maintenance and storage. A fuel island is located near the hangar in the apron area. The airport has no control tower, so incoming and outgoing flights operate under visual flight rules. A radio station at the airport is used for a homing beacon.

Operations

Since there is no recording of actual operations at Mesa Del Rey Airport, aircraft movements must be estimated. The last year for which movements were estimated was 1978, and with 60 based aircraft the number of operations was estimated at 21,900. The airport in 1985 had 48 based aircraft. The airport operates twelve hours per day.

Future Expansion

The Planning Area includes a large area to the northwest of the existing airport to incorporate land proposed for a future airport. Preliminary discussions with the United States Air Force have indicated a mutual desire for the location of an air base in King City. However, since the proposal is in a preliminary stage, only a general location and extent of land needed for the larger airport has been determined.

V. CIRCULATION PLAN

The Circulation Plan consists of two major sections. The first is a listing of the goals, objectives, and policies that will provide the direction for making future decisions regarding all aspects of the city's transportation system, as well as for future land-use activities. The second section identifies the major improvements necessary to adequately serve the future transportation needs of the community. The policy and improvements sections were derived from the preceeding sections that analyzed the city's major transportation systems as well as the Land Use Element's provisions for future growth.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

Transportation Systems

1 GOAL

TO PROVIDE THE KING CITY PLANNING AREA WITH AN INTEGRATED TRANSPORTATION SYSTEM (VEHICULAR, BICYCLE, EQUESTRIAN AND PEDESTRIAN) WHICH WILL ADEQUATELY SERVE HOMES, BUSINESS, INDUSTRY, RECREATION, AND AGRICULTURE AS THEY DEVELOP ACCORDING TO THE LAND USE PLAN.

1.1 OBJECTIVE

Develop and maintain an integrated transportation system that is within the city's ability to finance and operate.

1.1.1 POLICY

The city shall identify capital improvements necessary to develop an integrated transportation system.

1.1.1.1 PROGRAMS

The city shall update the capital improvement program to identify and estimate implementation dates and funding programs for future transportation improvements. The program shall be reviewed and updated annually.

1.1.1.2 City capital funds should be allocated to complete portions of major arterials or critical road limbs where cost recovery is not feasible from pending development. Disbursement of said funds should be based upon the capital improvements program.

1.1.2 POLICY

The city shall monitor the progress and implementation of its identified capital improvements.

1.1.2.1 PROGRAM

The city shall prepare an annual evaluation to determine what progress is being made toward achieving the Circulation Element's goals, objectives, and policies. This evaluation should occur as part of the annual General Plan review.

1.1.3

POLICY

The city shall pursue all available public and private sources of funding for transportation system development, improvement, and maintenance in order to minimize fiscal impacts on the city's general funds.

1.1.3.1

PROGRAMS

The City Manager shall work with the Public Works Department to identify and apply for funding sources on an annual basis and report to the City Council.

1.1.3.2

Where roadways are inadequate in areas of town already developed, consideration should be given to assessment district formation or redevelopment area formation.

1.1.3.3

Use financial mechanisms such as assessment districts and reimbursement-agreements for full street improvements, where necessary, to avoid incomplete public improvements such as half-streets.

1.1.3.4

At a minimum, require new development projects to upgrade roadways abutting their property as a condition of approval. Furthermore, require new development projects to provide off-site transportation system improvements consistent with the level of impact created by the development proposal.

1.1.4

POLICY

The City shall coordinate its transportation planning efforts with appropriate agencies to promote an integrated transportation system and alternative modes of transportation.

1.1.4.1

PROGRAMS

Submit capital improvements proposed for the City's transportation system to appropriate agencies, such as Caltrans and the Monterey County Transportation Commission for review and comment.

1.1.4.2

Participate in Transportation Commission proceedings.

1.1.4.3

Where possible, the City shall utilize the professional assistance of the Monterey County Transportation Commission staff and other public transportation agencies.

1.2

OBJECTIVE

Minimize the potential adverse effects associated with development of an integrated transportation system.

1.2.1

POLICY

The integrated transportation system shall be designed, constructed, and maintained for the safety of its users and to preserve and/or enhance the beauty of the area.

1.2.1.1

PROGRAMS

Transportation system improvements should go through a public works design check for safety and City street criteria.

1.2.1.2

The public right-of-way, exclusive of paved areas shall include street trees, landscaping, and where medians are located, they shall be landscaped.

1.2.1.3

Through the environmental review process, proposed developments shall demonstrate that traffic resulting from the projects will not reduce the serviceability of existing City streets below a Level of Service (LOS) "C," or that provisions have been incorporated into the project's planning to provide for improvements that would maintain a minimum LOS of "C." In addition, the cumulative effects of other potential development in the area shall be analyzed.

1.2.1.4

Prior to approval of the First Street Bypass, the Planning Commission requires that an environmental assessment be performed to analyze three bypass scenarios.

2

GOAL

TO PROVIDE FOR A PUBLIC STREET AND HIGHWAY SYSTEM CAPABLE OF ACCOMODATING EXISTING AND PROJECTED NEEDS OF THE PLANNING AREA

2.1

OBJECTIVE

Establish a street and highway system which efficiently serves the Planning Area utilizing existing facilities and integrating changes that successfully accomodate the transportation needs of new and existing development.

2.1.1

POLICIES

The overall street pattern shall have a functional relationship to the land use, providing easy access between residential neighborhoods, commercial shopping areas and industrial districts.

2.1.2

The proposed designs of all new streets shall be carefully evaluated for their intended usage and compatibility with the connecting circulation system.

2.1.3

The width and alignment of a street shall be directly dependent upon the land uses and traffic volumes anticipated for that street.

2.1.4

Arterial streets shall serve primarily through traffic and shall have limited access from adjacent land uses and collector roads. The preferred design of the City's arterial system shall be concentric "rings" around neighborhoods and areas which generate large volumes of traffic. A primary objective of the City's arterial system shall be a

continuous beltway surrounding the City. Driveways, parking, and intersections on this beltway shall be kept to a minimum.

2.1.5 Collector streets shall be designed to collect the traffic generated by minor streets and transfer it to the arterials and vice versa. In areas where large amounts of truck traffic are anticipated, collector streets shall be designed to accommodate the additional weight and turning requirements of these vehicles.

2.1.6 Local streets shall be designed to access adjacent properties, to discourage through traffic, and to serve primarily one type of land use, whether residential, commercial, or industrial. Curved and circular patterns, as well as varying roadway widths shall be encouraged for local streets to increase their attractiveness and discourage speeding.

2.1.6.1

PROGRAMS

Official plan lines shall be established for future roadways, consistent with the City-adopted circulation system and the above policies, in order to implement a more efficient road system throughout the Planning Area.

2.1.6.2

As traffic patterns and the function of streets change, particularly those streets within the City's existing grid, the City shall implement methods of rerouting traffic to reduce undesirable impacts. Such methods may include, but are not limited to: signalization, changing parking lanes into traffic lanes, changing two-way into one-way streets, and providing barriers to through traffic.

2.1.7

POLICY

The design of the proposed shopping center located at Highway 101 and Canal Street shall include access through the site to Broadway Street, Canal Street, and the County offices. The design of the access avenues shall be developed through consultation with the City of King Building and Planning Official and other interested City officials. These circulation improvements shall be made as a condition of project approval. Access dedication (i.e., public right-of-way vs. private) and the extent of other improvements and specifications shall be determined during the development review process.

Scenic Roads and Highways

3

GOAL

TO ESTABLISH, MAINTAIN AND ENHANCE THE SCENIC BEAUTY OF THOSE ROADS, STREETS, AND/OR HIGHWAYS WHICH ARE SIGNIFICANT TO THE PLANNING AREA, AND TO ENHANCE THE AESTHETIC AND VISUAL QUALITIES OF THOSE PORTIONS OF THE PLANNING AREA VISIBLE FROM MAJOR TRANSPORTATION CORRIDORS.

- 3.1 OBJECTIVE
Encourage the preservation and enhancement of the scenic beauty of all roads, streets and highways within the Planning Area as part of any road improvement or construction project.
- 3.1.1 POLICY
The City shall encourage the undergrounding of utilities along roadways as part of any road improvement or construction project.
- 3.1.1.1 PROGRAM
Include undergrounding of utilities along roadways as a part of any road improvement or construction project.
- 3.1.2 POLICY
The City shall require appropriate landscaping and/or barrier screening in all new projects to screen off objectionable views along roads, streets and highways.
- 3.1.2.1 PROGRAM
Require landscape plans for all new and rehabilitation construction projects.
- 3.1.3 POLICY
The City shall regulate the placement of advertising and street directional signs along roadways.
- 3.1.3.1 PROGRAM
The City shall revise the zoning ordinance to include standards of sign control along all roadways.
- 3.1.4 POLICY
The siting and design of new development proposed along major thoroughfares, particularly entrances to the City, shall incorporate design standards for enhancing the scenic quality of those thoroughfares.
- 3.1.4.1 PROGRAMS
The City shall develop a set of design enhancement guidelines to ensure that development along major thoroughfares, emphasizing entrances to the City, is appropriately sited and designed to enhance these transportation corridors. The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares. This evaluation shall consider, but not be limited to, appropriate setbacks, landscaping, screening techniques, street furniture, and other amenities. Appropriate thoroughfare enhancement guidelines should be developed by the City and adopted by the Planning Commission and City Council by resolution.

- 3.1.4.2 Proposed roadways that are also proposed for scenic designations shall be designed and constructed according to guidelines established in an adopted scenic corridor plan for the route. The study must be adopted before significant development takes place either on the roadway, or within the scenic corridor.
- 3.1.4.3 The City shall establish an architectural review board to approve site and architectural designs for projects within scenic corridors to ensure their consistency with an adopted scenic corridor plan. Said architectural controls shall be instituted within the zoning ordinance.
- 3.1.4.4 The City shall adopt scenic corridor standards for development along scenic routes as specified by this Element. The standards shall regulate landscaping, design of structures, and height and area of signage.
- 3.1.4.5 The City shall establish First Street and the pending First Street Bypass from Highway 101 to Metz Road as an enhancement corridor. Also recommended for enhancement corridor status is the San Antonio Drive peripheral road because of its eventual prominence as a major travel corridor.

Parking

- 4 GOAL
TO ESTABLISH CONVENIENT AND ADEQUATE ON- AND OFF-STREET PARKING FOR ALL TYPES OF LAND USES.
- 4.1 OBJECTIVE
Identify and mitigate existing parking problems and provide for adequate parking facilities for future development.
- 4.1.1 POLICY
Improve existing overcrowded parking conditions in the central business district so that consumers will continue to shop at downtown businesses.
- 4.1.1.1 PROGRAMS
Existing parking requirements shall be reviewed and amended where necessary to provide for adequate on- and off-street parking. In-lieu parking fees should be considered where building expansion is proposed and land availability for parking is limited.
- 4.1.1.2 Strictly enforce time limits for the central business district.
- 4.1.1.3 Purchasing of off-street parking lots within the central business district shall be investigated. Should the need for additional parking prove to be cost effective, establishment of a parking district

should be considered in accordance with the 1911 Parking Improvement District Act.

4.1.2

POLICY

Provide adequate off-street parking and loading areas for large tractor-trailer rigs and allow room for their turning movements.

4.1.2.1

PROGRAMS

New industrial developments shall provide for adequate off-street parking for large tractor-trailers based on projected need and also provide an internal circulation system such that trucks may make turns without blocking through streets. To this end, the zoning ordinance shall be revised to include site development standards for commercial and industrial development, which includes area for loading zones, minimum turning radii and driveway widths necessary for large scale activities.

4.1.2.2

The City shall coordinate with major commercial and industrial companies located in the First Street area to investigate means for alleviating congestion problems along the street. The potential for purchasing or leasing off-street parking sites and specific truck turning areas to prevent road blockage should be fully examined.

Public Transit Services

5

GOAL

TO PROMOTE AN EFFICIENT AND ECONOMICAL TRANSIT SYSTEM FOR THE PLANNING AREA

5.1

OBJECTIVE

Encourage public and/or private transit services as viable transportation alternatives.

5.1.1

POLICY

Continue to promote and provide the Dial-A-Ride service within the City and plan for future increases in ridership as new residential and other development occurs.

Non-Motorized Transportation

6

GOAL

TO PROMOTE AN EFFICIENT AND SAFE CIRCULATION SYSTEM WHICH WOULD ENCOURAGE THE USE OF BICYCLES AS A VIABLE TRANSPORTATION MODE AND PROVIDE ADEQUATE PEDESTRIAN FACILITIES THROUGHOUT THE CITY

6.1

OBJECTIVE

Ensure safe and adequate bicycle and pedestrian facilities in the existing inner-city circulation system and in new developments to promote reductions in energy, air pollution, traffic and parking congestion, and to provide an additional form of recreation.

6.1.1 POLICY
Establish programs to implement bicycle and pedestrian facilities commensurate with the needs and desires of the residents of the City.

6.1.1.1 PROGRAMS
Establish a Citizens Task Force to investigate the needs of the pedestrians and bicyclists within the community and identify safety or access problems that currently exist or that may arise from increased traffic levels in the City. The Task Force will determine what bicycle and pedestrian improvements are needed, which will be included as part of the City's capital improvements program.

6.1.1.2 All new developments shall provide for the needs of pedestrians and bicyclists either through separate facilities or by providing connections between adjacent developments for access purposes.

6.1.1.3 Investigate and develop funding sources for bicycle system implementation.

6.1.2 POLICY
Provide for safe and adequate sidewalks and upgrade existing sidewalks where needed throughout the City.

6.1.2.1 PROGRAM
The City shall identify the needs of sidewalk improvements and annually review those needs through the Capital Improvements Program to channel funds toward identified sidewalk improvements.

In addition, Canal Street sidewalks have been included on Table 5 of the Circulation Plan as needing immediate improvement in terms of pedestrian facilities.

6.1.3 POLICY
Establish a program whereby pedestrian crossing of Broadway becomes safe near the intersection of Canal Street.

6.1.3.1 The City shall implement a safety program to reduce the safety hazards and resultant traffic congestion from the high school students crossing Broadway. Various methods shall be researched, including channelizing foot traffic (via signage, fencing, and/or landscaping) to intersections where cross walks and/or signals are located at Mildred and Canal Street. A crossing and safety program shall be coordinated with the school district.

7 GOAL
TO PROVIDE A SAFE AND ACCESSIBLE SYSTEM OF HIKING AND EQUESTRIAN TRAILS WHICH PROMOTE THE RECREATIONAL POTENTIAL OF THE CITY'S NATURAL RESOURCES

7.1 OBJECTIVE
Designate hiking and equestrian trails for specific trail adoption and development.

7.1.1 POLICY
The City shall prepare a comprehensive hiking and equestrian trail system plan.

7.1.1.1 PROGRAMS
Identify the demand within the community for designation of hiking and equestrian trails. Investigate suitable areas for hiking and equestrian trails within the Planning Area, particularly along the San Lorenzo Creek and Salinas River.

7.1.1.2 Identify funding sources to implement hiking and equestrian trails. These should include State access grants, local revenue sources, assessment district financing, and dedication from development projects.

TRANSPORTATION AND CIRCULATION IMPROVEMENTS

Planned and proposed improvements to King City's circulation system focus on three primary goals: increasing the efficiency and safety of existing roadways; constructing new facilities that will accommodate new growth and promote better access to larger areas of the City; and alleviating pressures on the existing circulation system.

The principal improvements are centered on the construction of new major arterials planned to accommodate future development in recent annexation areas. These arterials will eventually provide a continuous beltway along the outer boundaries of the growth areas, from the Broadway Street/Highway 101 interchange to the First Street/Highway 101 interchange. The two main improvements, identified as the First Street Bypass and San Antonio Drive, are illustrated on Figure 3 along with the remainder of the proposed improvements. Table 5 provides a list of the major transportation improvements, which correspond by number to those improvements shown on Figure 3.

As indicated in Table 5, circulation improvements have been prioritized as short-term (up to five years) or long-term (five to twenty years) needs. The first two improvements, identified as short-term needs, are proposed to alleviate intersection problems on Broadway Street. Traffic volumes on Broadway Street are close to exceeding levels which warrant traffic signals at the Third Street and Canal Street intersections. With the development of new areas and further buildout of vacant land within the City, signals will undoubtedly be a necessity at these crossings within a short time period.

The third short-term improvement, identified as the Division Street extension, consists of a short extension of Division Street at its southern end and a new street off of Broadway just south of the trailer park (refer to Figure 3). These improvements would not be constructed as through streets, but rather as commercial driveways which would serve the large retail developments proposed in that area.

First Street, one of the four arterials in the King City area, is also a primary access route to the commercial and industrial areas of the City from the U.S. Highway 101 freeway. A significant amount of truck traffic currently causes congestion and delays from turning movements due to the narrowness of the street and parking interference. As a result of the truck traffic problem, the City has proposed the development of the First Street Bypass to redirect truck traffic and alleviate the problems of First Street and other streets downtown. There are currently three alternative locations proposed for the First Street Bypass, as shown on the Circulation Plan map (item #8). The selection of the First Street Bypass location shall be determined after an environmental assessment (i.e., initial study and/or and environmental impact report) is completed.

San Antonio Drive is planned for up to a three-lane arterial, which should be aligned to connect at the Broadway/Highway 101 interchange (at the present location of the Terrible Herbst gas station). This will provide for a more adequate thoroughfare access than had previously been proposed with the intersection of San Antonio Drive at Broadway between the cemetery and the high school.

The unimproved right-of-way which lies between the King City cemetery and the high school could potentially be used as access to Broadway for the multi-residentially zoned area at the north terminus of the right-of-way.

Other improvements include the following: an extension of Mildred Avenue to the west, in order to create an intersection with San Antonio Drive; a traffic signal at the intersection of Mildred Avenue and Broadway Street; and the southerly extension of Willow Street to link up with San Antonio Drive. This latter improvement would serve the southwestern portion of new development in the AMSTAR annexation area.

Buildout of the proposed land uses within the City will result in increased traffic volumes on those roadways classified as collectors, connectors, arterials, and freeways in the Planning Area, as described in Table 1 and illustrated in Figure 3. However, traffic volume increases are anticipated to be distributed throughout the existing and planned circulation system of the Planning Area such that the functional classification of existing roadways will probably remain the same. Changes in roadway classification may occur as a result of the impact of traffic generated by future buildout of areas designated as Residential Reserve in the Land Use Plan. These substantial areas identified for future annexations would have the potential to generate large numbers of trips, which may have the cumulative effect of changing the functional classification of roadways in the area. Not enough information about the specific location of varying residential densities is available, however, to make any projections as to what roads may be affected to the degree necessary to warrant a change in classification.

Scenic Roads and Highways

Two planned roads in the Planning Area have also been proposed as scenic highways. They are the First Street Bypass and San Antonio Drive. They were chosen because of their location in relatively undeveloped areas, and the potential for linking up with another proposed scenic route, Bitterwater Road. The establishment of these important future streets as scenic routes may provide some guidelines for visually appealing new developments in the transition areas between urban and rural development.



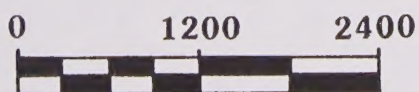
LEGEND

- 1 ● BROADWAY/THIRD TRAFFIC SIGNAL
- 2 ● BROADWAY/CANAL TRAFFIC SIGNAL
- 3 --- DIVISION ST. BYPASS: COMMERCIAL DRIVEWAYS
- 4 ■ SAN ANTONIO DRIVE: 2-LANE ARTERIAL
- 5 ● BROADWAY/101 TRAFFIC SIGNAL (AT SAN ANTONIO)
- 6 ● SAN ANTONIO/METZ ST. TRAFFIC SIGNAL
- 7 ● SAN ANTONIO/THIRD TRAFFIC SIGNAL
- 8 ■ FIRST STREET BYPASS (ROUTE TO BE DETERMINED)
- 9 ● FIRST STREET BYPASS/LYONS ST. TRAFFIC SIGNAL
- 10 ■ WILLOW ST. EXTENSION (TO SAN ANTONIO)
- 11 ■ MILDRED ST. EXTENSION (TO SAN ANTONIO)
- 12 ● BROADWAY/MILDRED TRAFFIC SIGNAL
- 13 --- PEARL STREET AT-GRADE CROSSING

- CITY LIMITS
- PLANNING AREA BOUNDARY



A Land Use Planning
and Design Firm



Scale in Feet

CITY OF KING

CIRCULATION PLAN

FIGURE
3

TABLE 5

King City Transportation and Circulation Improvements (1986-2006)

DESIG- NATION	PROJECT IMPL- MENTATION TIMING	PROJECT	IMPROVEMENT
1	Short-term	Broadway/Third intersection	Traffic signal
2	Short-term	Broadway/Canal intersection	Traffic signal
3	Short-term	Division Street extension between the end of Division Street and Broadway	Commercial driveway connection
4	Long-term	San Antonio Drive--between Broadway & Bitterwater Road	2-lane arterial
5	Long-term	Broadway/101 interchange	Traffic signal
6	Long-term	San Antonio/Metz	Traffic signal
7	Long-term	San Antonio/Third	Traffic signal
8	Long-term	First Street Bypass-- San Lorenzo Creek, grade separation (bridge) over railroad tracks	2-lane arterial, bridge over
9	Long-term	First Street Bypass	Traffic signal

TABLE 5

King City Transportation and Circulation Improvements (1986-2006)--CONTINUED

DESIG- NATION	PROJECT IMPLE- MENTATION TIMING	PROJECT	IMPROVEMENT
10	Long-term	Willow Street extension	Extend Willow to San Antonio (southwest end) <u>arterial</u>
11	Long-term	Mildred Avenue extension	Extend Willow to San Antonio <u>collector</u>
12	Long-term	Broadway/Mildred	Traffic signal
13	Long-term	River Drive extension	Extend southeasterly, across San Lorenzo Creek
14	Short-term	Canal Street	Sidewalks
15	Short-term	Broadway/Russ	Four-way stop sign

*Designated numbers do not imply priority of improvements.

SOURCE: EMC Planning Group Inc., 1987.

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